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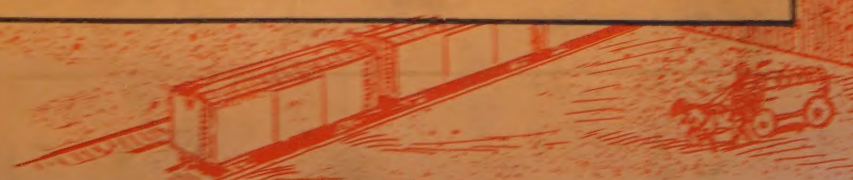
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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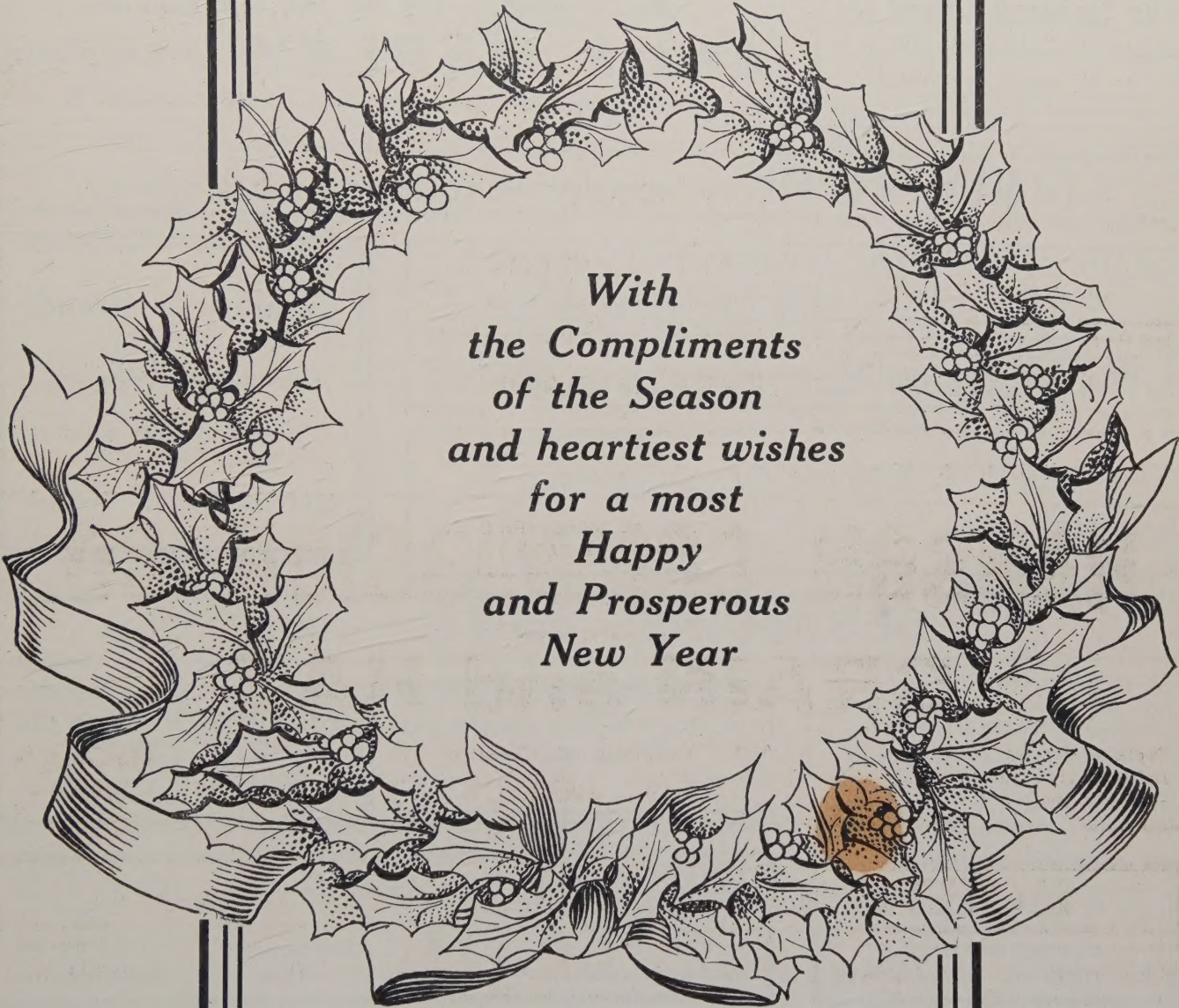
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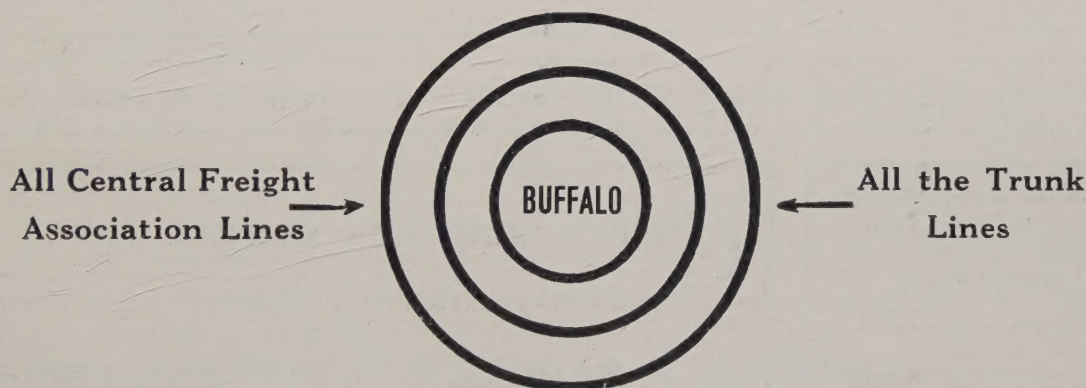
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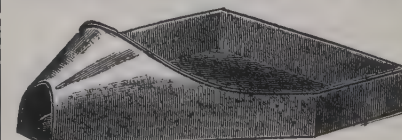
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KINSEY BROS.
 GRAIN, HAY and SEED MERCHANTS
 Field Seeds a Specialty
 NORTH MANCHESTER, INDIANA

BALDWIN GRAIN COMPANY
 GRAIN BROKERS
 BUYERS OF CAR LOTS
 R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

Write Us H. J. Hasenwinkle Co., want
 your consignments for the
 Memphis market.

GRAIN HAY
Stockbridge Elevator Co.
 BUYERS AND SHIPPERS
 JACKSON, - MICHIGAN
 BEANS WOOL

CEDAR RAPIDS GRAIN CO.
FEEDER CORN A SPECIALTY
 either ear or shelled.
 Ask for prices delivered anywhere Cedar Rapids, Iowa

JOHN WICKENHISER & CO.
 Wholesale Grain Dealers
 TOLEDO, OHIO
 We make track bids and quote delivered prices.
 Solicit Consignments of Grain and Clover Seed.
 Members Toledo Produce Exchange and Chicago Board of Trade

INTERIOR GRAIN COMPANY
BARLEY A SPECIALTY

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids.
 WRITE, TELEGRAPH, PHONE us for prices.
 Ship your grain to us for bids. If not accepted, we will forward to your
 Commission House, Chicago or Milwaukee.
 We pay drafts, order bill lading attached, give you official weights and make
 quick returns.

DAVENPORT, IOWA

WHEN "SEEDY"
 Try
C. A. KING & CO.
 Toledo Leads World

Fort Wayne, Ind.
Egly-Doan Elevator Company
 Receivers and Shippers of
Corn and Oats
 Fresh Country Run Stock Our Specialty
 ASK FOR PRICES

The
busy
executive's
most efficient
assistant



will be found in a system of

Western Electric Inter-phones

the ideal intercommunicating telephones



One touch on a button of the Inter-phone brings an immediate response from the department head wanted.

No time wasted in waiting for messengers to go back and forth—no time wasted in waiting for an operator to make connections.

Write for descriptive booklet.

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York
Boston
Philadelphia
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EQUIPMENT FOR EVERY ELECTRICAL NEED

Member Society for Electrical Development

"Do It Electrically"

To our many Friends and Patrons
A Merry Xmas and Happy New Year.

Like everyone else, we have made up
 a list of New Years Resolutions.

"We Resolve"

To be on the job every minute of the year.

To help you keep the wheels turning.

To keep our ear to the 'phone 24 hours
 a day and seven days in the week.

To get our mail on Sunday.

To ship Express orders the day received,
 everyday in the week.

Day 'Phone _____ Douglas 1273

Night and Sunday _____ Tyler 1656

American Supply Co.

Omaha, Neb.

Omaha's Largest Mill and Elevator Supply Co.

**WELLER-MADE**

Greeting

Yuletide and the New Year are at hand, a time when the heart and mind are filled with gratitude—we can not but reflect *ours* to the many friends and patrons of Weller-Made Machinery.

The users of Weller-Made Machinery appreciate its distinct merit—we appreciate this acknowledgement and their patronage.

The name “Weller” on machinery has become so imbedded in the minds of its users that it invariably associates with it the thought and fact of *service*.

Concluding, we wish to emphasize the fact that Weller-Made Machinery will always continue to embody those elements of quality and service which have so marked its individuality in the past.

Hoping that our wishes for a prosperous and happy New Year will be as welcome as our products, we are

Very truly yours,

Weller Manufacturing Co., Chicago

New York Office, 50 Church Street



Perfected Separator



Everything
For
Grain Elevators
And
Warehouses



Ball Bearing Feed Mill

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

The first successful wheat separator was the "Barnard."

From the first crude machine down to the present complete and modern separator the name "Barnard" has stood for all that was best in separators.



We were the first to use a reliable and trustworthy ball-bearing in roller mill construction.

Their superiority was at once so apparent that we have equipped our full line of feed mills with these bearings.



We made the first sieve corn cleaner. This was so superior to the machines heretofore in use that it has almost entirely supplanted them.

Our line includes also Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers, Packers, Grain Driers, Dust Collectors and power connections and supplies of every kind.

Give our new shops a trial on your next order.



Moline Upright Oat Clipper



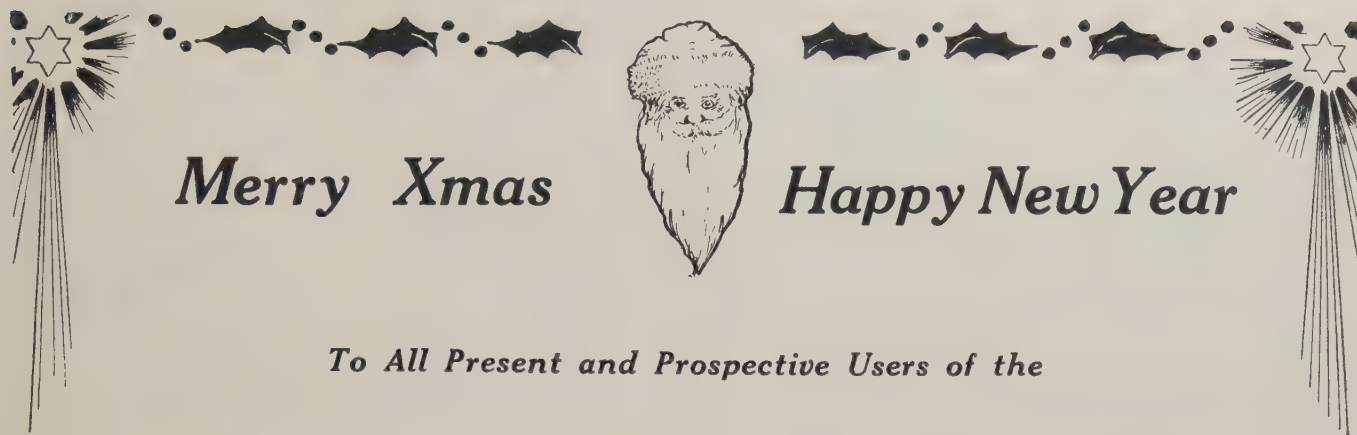
BARNARD & LEAS MFG. CO.

**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Corn Cleaner



Merry Xmas

Happy New Year

To All Present and Prospective Users of the

"WESTERN"

"WESTERN"

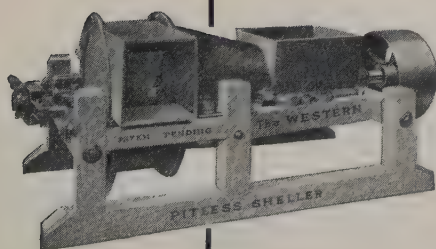
LINE

and the Trade in General

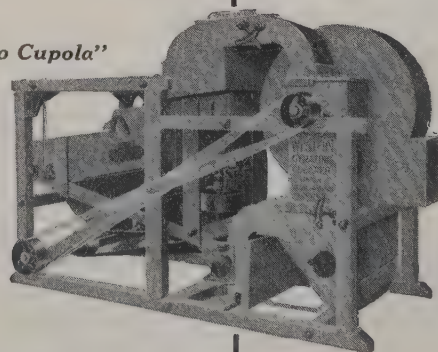
We are awaiting the advent of the New Year with great anticipation of the prosperity pregnant in all lines of business.

We hope to add many hundreds of new friends to our already large army of "Western Line" Users and will most gladly furnish our correspondents with full information of the many exclusive advantages to be found in this line.

*Get your copy of
"Everything from Pit to Cupola"*



**WRITE
US
BEFORE
THE
NEW
YEAR**



**"WESTERN" Shellers, Cleaners, Elevating,
Conveying and Power Transmission Machinery.**

A full stock of "Western" Shellers and Cleaners is carried at
1221-1223 UNION AVENUE, KANSAS CITY, MO.

UNION IRON WORKS, Decatur, Ill.

The Merry Chimes

of Merry Xmas bells will have a deeper significance for all those who have made possible for themselves the full enjoyment of a truly

**Prosperous New Year**

by the elimination of all Belt Worries and troubles through the installation of

Salisbury "R. F. C."**Solid Woven
Rubber Belting****W. H. SALISBURY & CO. Inc.**

Manufacturers and Distributors of
High Grade Leather and Rubber
Belting, Hose Packing, etc.

Established 1855

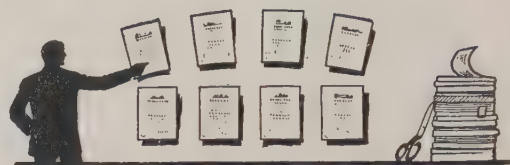
CHICAGO, ILL.



OLDEST and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.**Our Advertising**

is a sincere effort to impress upon as many men as possible the opportunities that lie waiting for the increase of economy and efficiency in their equipment.

**GOODRICH
Grainbelt**

reduces tonnage costs—

the natural outcome of an experience embracing many years in both the manufacture and economical adaptation of these products to a comprehensive variety of conditions.

**Elevator Belts
Transmission Belt**

The B. F. Goodrich Company

**Factories: Akron, Ohio
Branches in All Principal Cities**

*There is nothing in
Goodrich Advertising that
isn't in Goodrich Goods*



*Makers of Goodrich
Tires and Everything That's
Best in Rubber*

HOTEL ENGLISH

MONUMENT PLACE - INDIANAPOLIS, IND.

Just across the street from the Board of Trade

"The Grain Man's Indianapolis Home"

Midwinter Meeting Indiana Grain Dealers Association

JANUARY 21 AND 22, 1914

MAKE RESERVATIONS NOW—TODAY

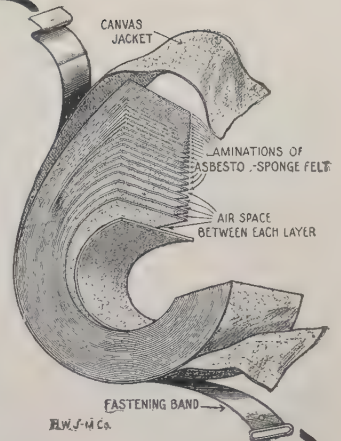
European Plan \$1.00 to \$2.50 per day



Shows an Annual Saving of Over \$1800.00

Before covering the steam pipes of their central power plant with J-M Asbesto-Sponge Felted Pipe Covering, the Elkins Coal & Coke Company, Morgantown, W. Va., claim that the fuel consumed by the boilers in operating their plant cost them 4.4 cents for every ton of coal mined. A careful check by them after J-M Covering was installed showed that the fuel consumed in mining a ton of coal cost but 3.1 cents per ton, or a saving of 1.3 cents per ton on every ton mined.

This is but one of many similar tests showing that a great saving in fuel can be effected by covering steam pipes with



J-M Asbesto-Sponge Felted Pipe Covering

The secret of the remarkable insulating value of this covering lies in its construction. It is made of many layers of strong felt, composed of the best quality asbestos fibre, and fine particles of sponge, formed like the leaves of a book (see illustration), and confines such a vast amount of dead air that its insulating efficiency is almost 100 per cent.

Unlike ordinary pipe coverings, vibration and rough usage will not cause it to crack, break or crumble, and thereby lose its insulating efficiency. For durability and long service it is unequalled.

Write nearest branch for Sample and Catalog No. 100.

H. W. JOHNS-MANVILLE CO.

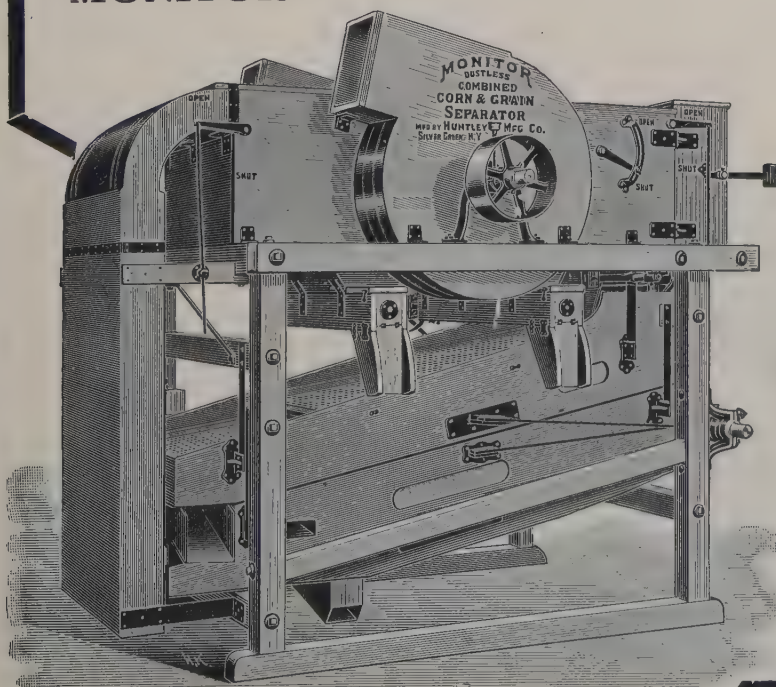
Albany	Cincinnati	Kansas City	New Orleans	San Francisco
Baltimore	Cleveland	Los Angeles	New York	Seattle
Boston	Dallas	Louisville	Omaha	St. Louis
Buffalo	Detroit	Milwaukee	Philadelphia	Syracuse
Chicago	Indianapolis	Minneapolis	Pittsburgh	1332

Is Equal to 2 Cleaners

"MONITOR"

A corn cleaner
or

A grain cleaner without
a change of screens



Answering the purposes of two separate machines where corn, oats, wheat and small grains are handled, and as it is *always* ready for cleaning two kinds of grain *without a stop to change screens*, hundreds of grain dealers (users) endorse this "Monitor" combined as the biggest value in grain cleaners today. Inasmuch as it simplifies cleaning work, delivers the work of *two* machines and requires the care, floor space, etc., of *only one separator* you cannot afford to overlook its advantages. Because it's a "Monitor" protected by several patents we can safely *guarantee* you results in *cleaning work* and economy unknown to any other separator.

Huntley Mfg. Co., Silver Creek, N. Y.

**ARE YOU WONDERING
What Manlift To Buy?**

If so, we want you to investigate the quality and service that's found in the

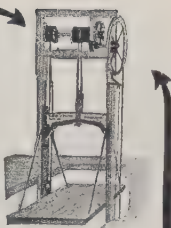
NEW ERA MANLIFT

Equally as good are our
HAND ELEVATORS
POWER ELEVATORS **DUMBWAITERS**
INVALID HOISTS **BOX HOISTS, ETC.**

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

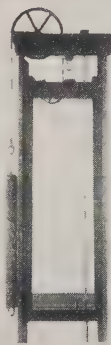
Mention this paper.

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
R. M. Van Ness
Construction Company
Fairbury, Nebr., and Lincoln, Nebr.

**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

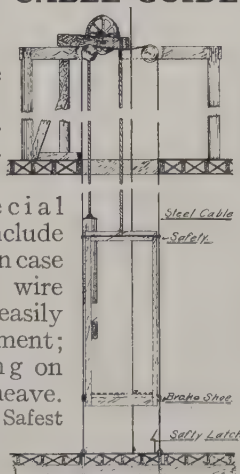
DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.

**The BIRD CABLE GUIDE
MANLIFT**

Costs no more than others and can be installed at one-third the expense. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball-bearing on main top sheave. Put the best and Safest manlift in your elevator. Write



C. E. BIRD & CO.
Corn Exchange MINNEAPOLIS

Encourage ADVERTISING

by your attention—the benefits are yours. Mention The

Grain Dealers Journal

**GREETINGS**

AND

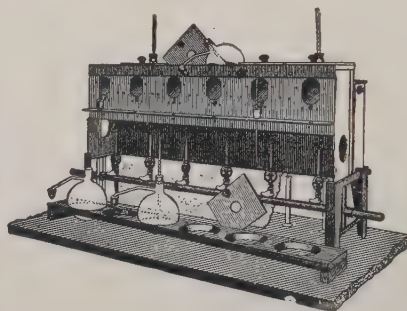
MAY THE DAWN OF THE
NEW YEAR START THE
PENDULUM OF PROSPERITY
SWINGING STEADILY
FOR YOU AND YOURS.

Our first suggestion for 1914
is a

**Brown & Duvel
Moisture Tester**

as designed and approved by U. S.
Department of Agriculture.

The simplicity of construction,
accuracy and ease of installation
and operation, makes SATIS-
FACTION COMPLETE.



Send to us for published information.

THE KNY-SCHEERER CO.

DEPARTMENT OF SEED APPARATUS

404-410 West 27th Street,

NEW YORK, N. Y.

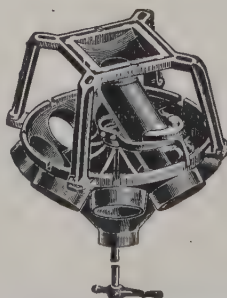
**HALL SPECIAL
(Elevator Leg)**

Costs less.

Operates the best.

Earns more

Logical reasons are convincingly told in Circular F.



The Government gradings of grain make the

HALL SIGNALING DISTRIBUTOR

more valuable than ever. More bins will be the tendency; more valuable the space; more important its utilization.

The HALL utilizes automatically every inch of bin space, and delivers every kernel of each grade into its proper bin.

This is one of the beauties of this perfect device.

HALL DISTRIBUTOR CO., 222 Ramge Bldg., Omaha, Nebr.

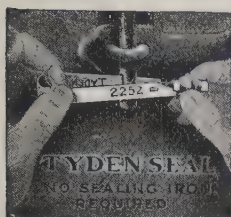
VEST ROCKET GRAIN TABLES

Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long Price 50 Cts. Address
GRAIN DEALERS JOURNAL,
315 So. La Salle Street, CHICAGO, ILLINOIS

This is the Car Seal



adopted by U. S. Government, a majority of Railroads, and 5,000 Shippers. The

Tyden Car Seal should be yours.

Stop losses and increase your profits. This way is SURE.

Free samples. Write NOW.

International Seal & Lock Co.
HASTINGS, MICH.
Chicago Office: 617 Railway Exchange

The Automatic Dump Controller



This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

Satisfaction guaranteed.

For descriptive circular and list of users, write

L. J. McMILLIN
Board of Trade Bldg. Indianapolis, Ind.

SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroly examined and found to be in good condition and properly sealed when delivered to the —R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00
Grain Dealers Journal, Chicago, Ill.

FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



Drop a Card RIGHT NOW!

MAROA MFG. CO., Dept. 3, Maroa, Ill.

The Englehart Flexible Spout Holder and Carloader

Every Elevator Should Have One

Saves pocketing of dust and dirt and lower grades of grains right in front of car door. Will grade your grain from one to two points higher on account of even distribution, which pays for itself. Saves time and annoyance of crawling into car when loading. Hundreds in use. Fully guaranteed. Write now for descriptive matter and references. Agents wanted.

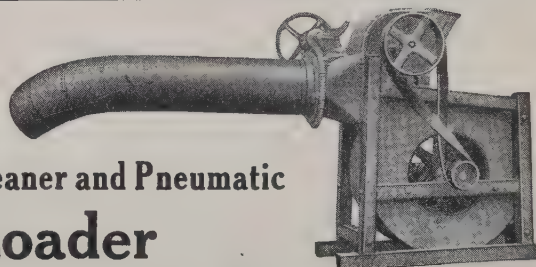
Elevator Supplies—Everything for an Elevator. Thiem 2-Speed Motorcycles. St. Marys Gas and Oil Engines. Write for our prices.

L. E. TAYLOR & CO.,

914 Flour Exchange, MINNEAPOLIS, MINN.
Seed Trade Reporting Bureau Chicago Agents
G. W. Donehoo, Sidney, Ohio.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

The BERNERT

Pneumatic Grain Conveyor and Elevator

For car-loading, conveying and elevating.

It will transfer around angles.

It will not produce chaff, crack or bruise any grain or corn.

Positive force feed ahead of the fan, no matter how light the material to be transferred.

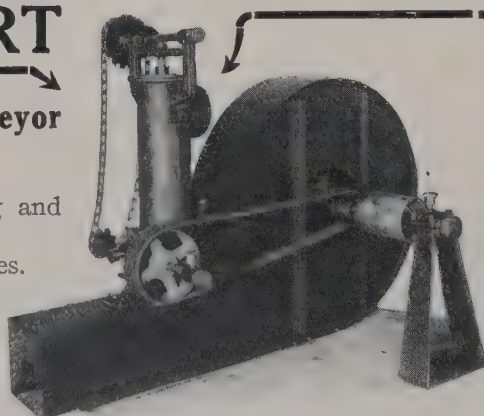
Durable, simple.

Do not delay, but write for Catalog No. 5 to-day giving you more information.

BERNERT MFG. CO.

Removed Office to 759 33rd Street

MILWAUKEE, WISCONSIN



THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction--that saves power.



The New "1905" Cyclone Dust Collector

Write for our Catalog.
Investigate.

The Knickerbocker Co.
JACKSON, MICH.

CYCLONE

Dust
Collecting
Systems
for your
elevator

Cyclone Dust
Collector
for your
cleaners

Our Improved Cyclone Dust Collectors are fire-proof. Built of galvanized steel. Entirely automatic. Have no moving parts. No braces or projections for materials to catch or lodge. Take less power. Increase capacity of fans.

Write today for further information.

CYCLONE BLOW PIPE CO.
Chicago, Ill.



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How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL

LA SALLE ST., CHICAGO.

RAILROAD CLAIMS BOOK

is designed to facilitate the making of claims against railroads and keeping a complete record of claims filed. Form 411-5 contains 100 originals and 100 duplicates of five different forms, arranged so that a carbon copy can be kept of each claim, as follows:

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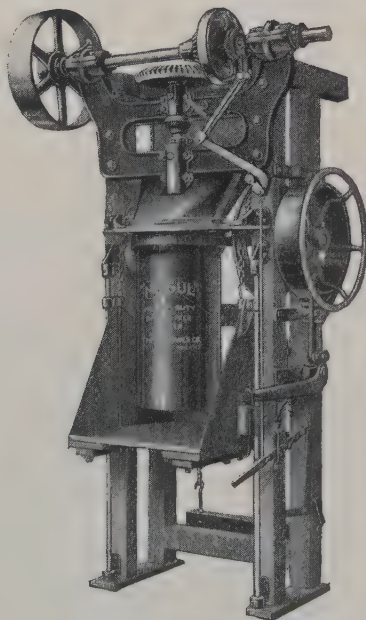
Order Form 411-5. Price \$1.25.

For filing and keeping a duplicate of claims against railroads for Loss of Weight in Transit only, use Form 411-A. Each book contains 100 originals and 100 duplicates. Price \$1.25.

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315 S. La Salle St., CHICAGO, ILL.

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Oat clippings, oat hulls, corn bran, wheat scourings, and all kinds of dust from grain cleaners and cyclones can be handled

profitably
economically
automatically

by means of our

Up-to-date

system.

Consult us

WE CAN GUARANTEE YOU BIG SAVINGS

Catalog free

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Quality



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



The
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C. H. Birchard
CONTRACTOR OF Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

Are you going to build or repair
Your Elevator

For the kind that give satisfaction, write,
W. H. CRAMER
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DO YOU WANT?

a modern and up-to-date
elevator? Then write to

J. A. H. Whaley, Sedalia, Mo.

"Builder of Modern Elevators"
Plans and Estimates on request.

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PLATE WORK**

WM. GRAVER TANK WORKS
EAST CHICAGO INDIANA

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Contractor and Builder of Grain Elevators.
20 years' experience. Estimates furnished.
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COMPANY**

**Drying Engineers
and Contractors**

We manufacture a high class
machine particularly adapted
to mill and elevator use where
uniform drying and quality
of work is paramount.

**GRAIN DRIERS
OAT BLEACHERS**

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Chicago, U. S. A.



C. E. Bird & Co.
MINNEAPOLIS

**Elevator and Mill
Builders**

16 Years'
Practical Experience

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D. F. HOAG & CO.

Contractors and Builders of
GRAIN ELEVATORS AND WAREHOUSES
206 Corn Exchange, Minneapolis, Minn.

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you contemplate building,
is probably turning more closely
to the problems of construction
as the year dawns.

With our expressions of good
cheer and good wishes, we would
like to send you a few money
saving suggestions.

Won't you help us to get
acquainted by writing

NEWELL CONSTRUCTION CO.
CEDAR RAPIDS
IOWA

**ELEVATOR BUILDERS
and MILLWRIGHTS**

For complete satisfaction
call on

GODFREY & SON
El Reno, Okla.



Put Your Name

where every progressive
grain dealer will see it
and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

Upon readers patronage of its
advertisers depends the success of
the *Grain Dealers Journal* work.
Will you mention it?

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 cents. Address: **GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.**

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**Burrell
builds
the best.**

Burrell builds the best
of any type of an elevator
in wood or concrete
construction. Plans and
estimates a specialty.
Write your wants to

**Burrell
Engineering &
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Chicago
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827 Chamber of Commerce
Detroit, Mich

711 Hubbell Bldg.
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Indianapolis, Ind.
Fort William, Ont.

B

B

GRAIN ELEVATOR BUILDERS

REAL Builders of REAL Elevators

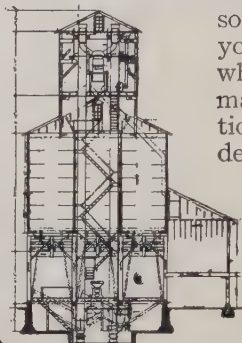
We can build at very low cost, if you want that kind of an elevator. Does it pay?

Wood or Concrete Construction.

YOUNGLOVE CONSTRUCTION CO.

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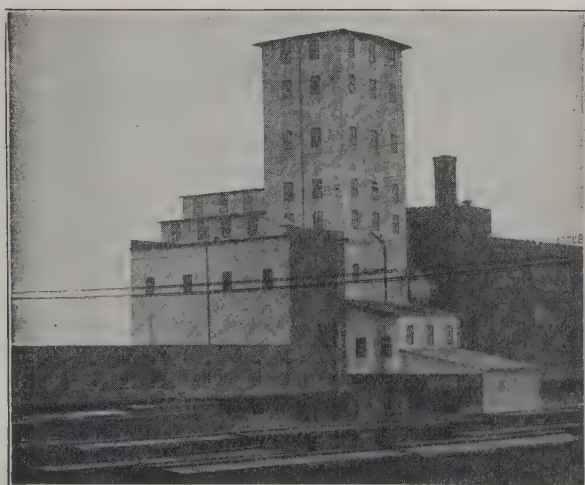
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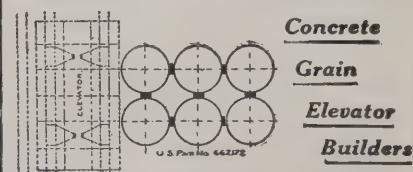
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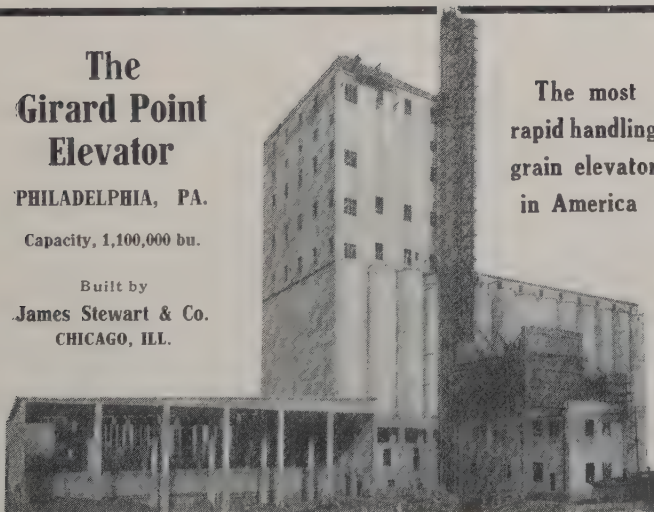
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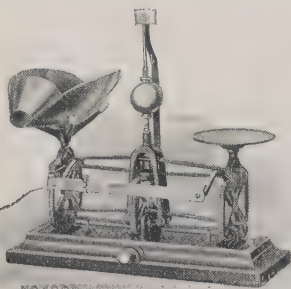
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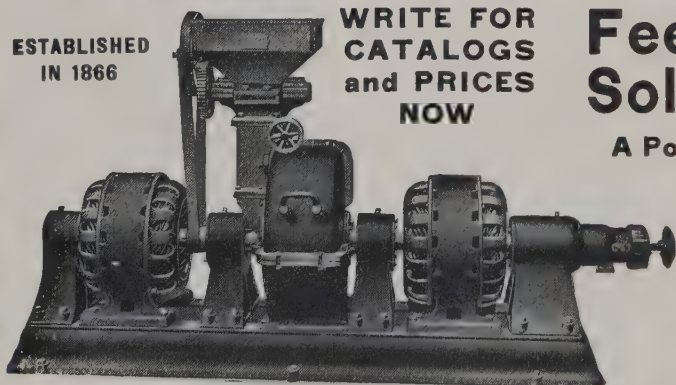
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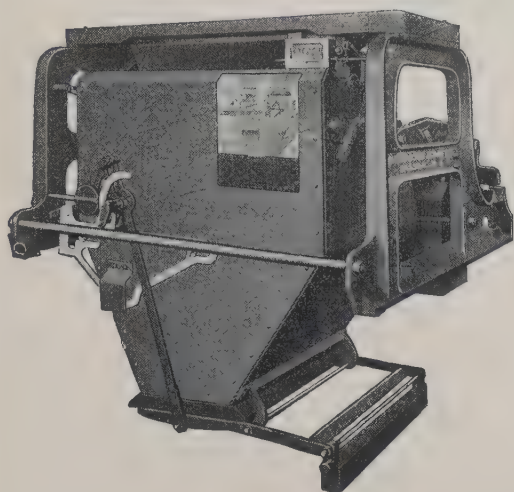
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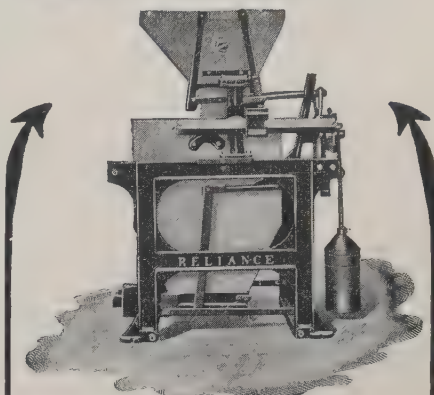
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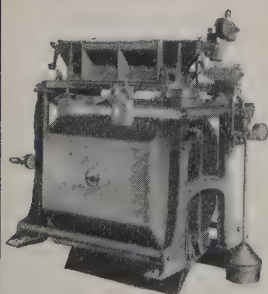
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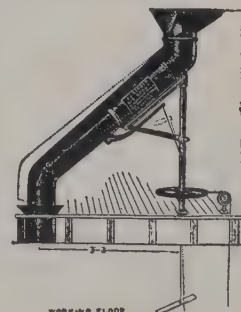
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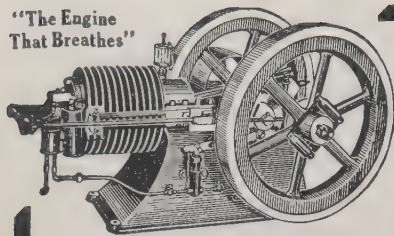
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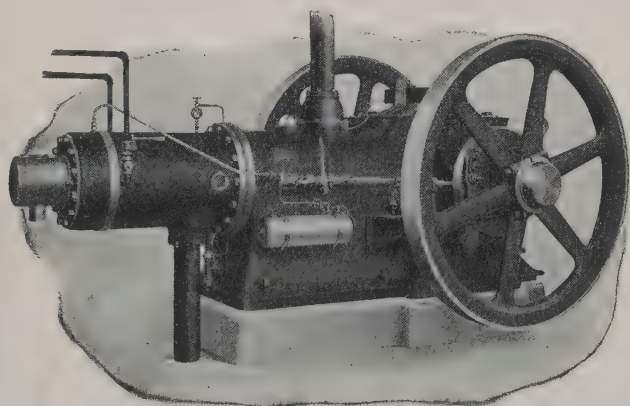
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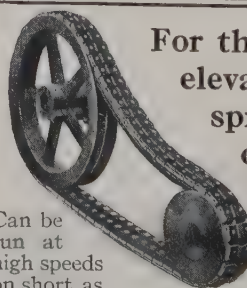
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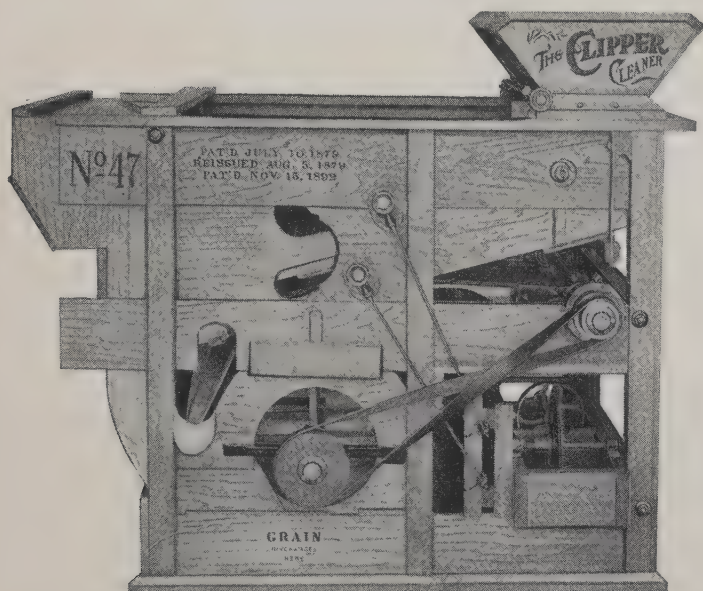
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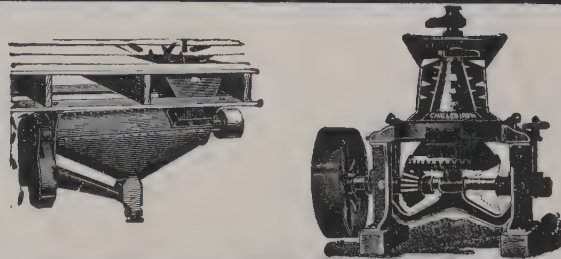
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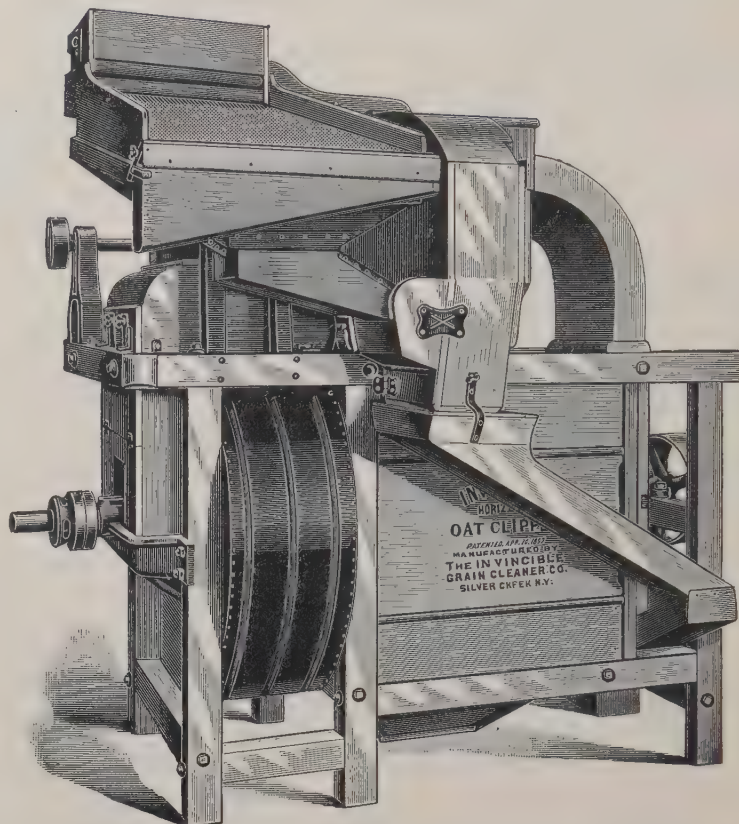
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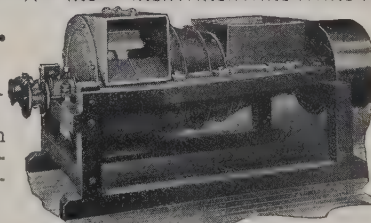
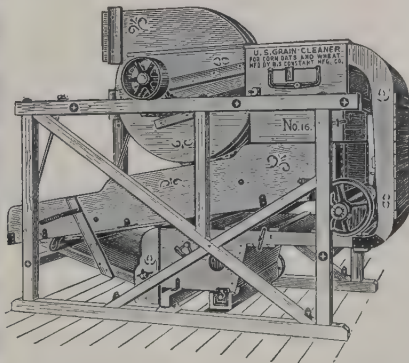
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ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elvtr. located on Vandalia Ry.; 6M bus. capacity; cribbed bins; 1 car corn dump; 1 shelled grain dump; corn sheller and cleaner; wheat and oats cleaner; feed grinder; bins for 100 tons coal; flour, feed and salt. Price, \$2,000. Address North, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of 12 elevators and one flour mill and elevator combined, for sale, situated in the best grain territory in the United States; no failure of crops; no competition. Will sell singly or altogether; owner wishes to retire. Address The John H. Lynds Mill & Elevator Co., 406 Board of Trade Bldg., Kansas City, Mo.

FOR SALE—10 M elevator, equipped with a 15 horse Otto gaso. engine; 300 bus. hopper scale; Hall Distributor; cleaner; also Bowsher feed mill. Office detached with new steel frame. How platform wagon scale. Located in one of the best wheat and corn counties in Northern Kansas. Address Best, Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator—20M capacity; in one of the best corn and oats sections of state, town of 1,600; annual business 200,000 bus. Equipped with two dumps, two legs, automatic scale, electric power. Own land and switch. Free switching facilities to three roads. No car shortage. Address F, Box 5, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA elevator with residence and two acres of land for sale. Good business in all grain; in exceptionally good wheat belt. Will handle 10,000 bu. clover seed this year. Handles coal, cement, flour, salt, sewer and rain tile and seeds of all kinds. Two railroads; town of 1,800; a bargain if taken within 60 days. Easy terms. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

ALL OR HALF interest for sale or trade—Elevator, coal and implement business in Western Ohio on Big 4 R. R. Town about 1,200; 2 good banks; splendid farming community; elevator has about 20,000 bu. capacity; in good repair; one competitor, but this is much the largest house. Implement house 40x80 feet with three floors; 2 room office; 2 room flour and feed house; coal bins; barn, all situated on 2 acres ground on main street of town. About \$3,000 stock of implements. Good implement, coal and feed business. Also considerable fertilizer and flour sold. Live party can do an enormous business here. Will take good Indiana farm for part. Address Rare, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—25,000-bu. capacity elevator. Up-to-date house. For price, write A. P. Jasinski, Ivanhoe, Minn.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

NEW MODERN 12,000 bu. elevator for sale at Waverly, Mo., on Mo. P. Ry. Address W. A. Genther & Co., Waverly, Mo.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FARMER'S ELEVATOR for sale, Voss, N. D., 30,000 bus. cap.; fully equipped. Price \$3,500. Must be taken at once. Address Frank J. Karnik, Voss, N. D.

FOR SALE—Elevator, coal and feed business in Northern Ohio, county seat city of 25,000 population. Address Nelson, Box 12, Grain Dealers Journal, Chicago, Ill.

KANSAS elevator for sale, Marshall Co. Has sheller, cleaner, hopper scale, gasoline engine, cob house, office and scale. No trades. Address S. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

IOWA ELEVATOR for sale, in best grain section of the state. Good competition and a big crop to handle. Always a money-maker. Address Bell, Box 5, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Two elevators in Southern Minnesota. Feed business in connection. Average net profits last seven years, 25%. Address Wisconsin, Box 12, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" Column of the Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO—50,000 bu. capacity elevator for sale; located on Penn. Ry.; hay, flour, salt and coal business in connection. This is a good grain section and this station does a big business annually. Would also exchange elevator for good Ohio farm. Write for further information. Address Norman, Box 11, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS elevator for sale. 8,000 bus. capacity; only elevator in town; good grain section; doing profitable business; can easily average 125 cars annually; on C. & N. W.; steam power; new scales; land belongs to elevator. Feed grinding business in connection. Price, \$6,000. Also two-story, 8-room residence on lot 100x150; in perfect condition; large garden; furnace heat. Price \$3,000. This property will be sold at auction, subject to lease, on December 29th at 10 o'clock. For further information, write Mrs. Chas. Godel, Cortland, Ill.

ELEVATORS FOR SALE.

CASS CO., N. DAK., elevator for sale; 30,000 bu. cap.; in the best of repairs; a new large cap. Fosston cleaner; 10 h. p. engine. Last season I handled over 200,000 bushels. Good stone foundation; new coal shed cap. 160 tons. Have sold 240 ton in 40 days. Must sell on account of my wife's health, am offering at a sacrifice. Price \$5,500. Address I. J., Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

I HAVE 160 acres of Kansas wheat land to trade for elevator or town property. Address John Pearson, Preston, Nebr.

WANTED—Elevator and coal business; small town; one that \$7,000 will run; will lease for year or two then buy at fair valuation if satisfied. P. O. Box 535, Chicago, Ill.

I WANT to buy or lease a modern elevator in Montana, North or South Dakota. Give location, price and full description first letter. Address N. D., Box 12, Grain Dealers Journal, Chicago, Ill.

WANT AN ELEVATOR in Northwest Central Iowa, in a town of 400 to 700. Must be a good house and good business or will not consider. Address New, Box 11, Grain Dealers Journal, Chicago, Ill.

640 ACRES IN ARTESIAN VALLEY.—Two miles from Mead, county seat of Mead County; 200 acres in alfalfa, 70 acres in wheat, 200 acres for spring crop, balance pasture; good 9-room house, good barn and outbuildings; 4 flowing Artesian wells, 20 acres alfalfa, fenced hog-tight; best of soil; price \$45.00 per acre. Owner wants grain business and will trade for elevators. Box 22, Hutchinson, Kansas.

HELP WANTED.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—A pushing and reliable man, well up and introduced in The Seed Trade, to act as agent for the sale of Clover seeds (Red-Crimson Clovers, Alfalfa, etc.), in the United States, for a well known European firm. Address R. L. F., Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Management of Farmers Elvtr. in Iowa; employed at present. Can give best of references. M. J. L., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—A position as manager of Farmer's elevator; have had 12 years experience in the independent grain business. C. L. Broderson, Upham, N. Dak.

WANTED—Position as mgr. of elevator; six years' experience; will take Farmer's elvtr. on line Co. Address C, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for mill or elevator, by proficient judge of grain and future prices, also expert in getting grain on tracks. Address C. K., Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or in office of good grain firm where chances of advancement are good, by man of 32 who has been in grain business all his life, also had experience as auditor. Can give good references. Address Grain, Box 10, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED.

R. C. STONE, formerly of Stone & Watts, St. Louis, Mo., and for years in business at Springfield, Mo. Address E. E. S., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

YOU CAN SELL YOUR ELEVATOR for cash or transfer farms or other properties through our system. If interested write us. Black's Business Agency, 21 Main st., Durand, Wis.

MILLS FOR SALE.

FOR SALE or trade for income property or land, a nice 50-bbl. steam roller mill and 10,000 bu. elevator. Address S. Box 9, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—75 bbl. roller mill with 3 acres and Miller's house at private sale. If not sold by Jan. 20 will sell at Public Sale about Feby. 10, 1914. Calvin Hay, Berlin, Pa.

STEAM ENGINES, BOILERS.

FOR SALE—60"x16" Horizontal Tubular Boiler; one 12x16 Erie City Horizontal Center Crank Engine. Address E. E. McCarthy, Calla, Ohio.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines—Boilers" column of the Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BUSINESS OPPORTUNITIES.

FOR SALE—A stock of mdse. in small town, doing good business, a paying propo- sition. Address Mdse. Box 9, Grain Deal- ers Journal, Chicago, Ill.

FOR SALE—½ interest in seed store in one of the best territories in the U. S. Owner wishes to retire. \$125,000 to \$150,000 business annually. Address Kirk, Box 11, Grain Dealers Journal, Chicago, Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

..... bus.

State.....

GASOLINE ENGINES.

FOR SALE—30 h. p. Otto gasoline engine. Fine condition. G. Amonsens, Box 58, Willmar, Minn.

FOR SALE—One 40 and one 13-horse gas or gasoline engine. Must sell quick. Also lot of hangers, pulleys, conveyor and one Howe drier. Jno. F. Hunt, Swampscott, Mass.

FOR SALE—20 h. p. Charter gasoline engine. Nearly good as new. Installed larger engine, reason for selling. Address F. J. Dorney, Mt. Carmel, Ill.

FOR SALE—Fine 20 to 25-h.p. two cyl- inder Nash engine, cost \$1,000.00, going for quick sale at \$345.00. Badger Motor Co., Milwaukee, Wis.

FOR SALE—1 25 h. p. gasoline engine; in good repair, manufactured in Fort Wayne. Engine can be seen at Broughton, Ohio. For further information write Axel White, Broughton, Ohio.

GASOLINE ENGINE for sale. One 8 h. p. type "G" Olds gasoline engine. Run 16 months. Guaranteed to be in A-1 condi- tion. Will sell at half original cost. Reason for selling have installed electricity. This is a bargain. E. A. Remer, Cedar Springs, Mich.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos
8 h.p. Havana, new
6 h.p. Fairbanks-Morse
10 h.p. Fremont
4 h.p. Havana, new
1-500 h.p. Corliss Engine
1-400 h.p. Corliss Engine
1-1000 Bu. National Auto. Scale, new
1-Bowsher Feed Mill No. 7, good as new
1-Wilford & Nordway, 3 high Feed Roll
1-Silver Creek Grain Cleaner
1-36 inch leather belt, 2 ply good as new
1-Rumley, 20 h.p., Traction Engine
The above are in good condition.
Three carloads of lumber cheap.
We buy and sell all kinds of machinery.

H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

Our Understanding

of your requirements
is absolute

THE NATIONAL CITY
BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$27,707,859.55

Surplus and Undivided Profits \$744,784.81

2% Interest allowed on all Margin
Deposits.

Approved by the Chi-
cago Board of Trade as
a Margin Depository.

105 S. Dearborn St.

Chicago,
Ill.

"Five (5) Coals That
Build and Hold Trade"

**Mt. Pelee ---
Thick Vein Hocking**
from Nelsonville

good size, fine burning, no soot, quick
delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump,
4 in. Lump, 4x2 in. Egg Hoppers must be
taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River,
Never more than wood brown smoke,
Holds fire as well as any coal mined,
Clean burning and low ash,
Shipped in 2 in., 4 in., and 4x2 in. Egg.
Handles with little slack or breakage,
Hoppers must be taken for quick shipment

Anthracite

Plymouth Red and White Ash
—the best to be had.

Big Vein White Ash

—better than ordinary coals and cost no
more.

Write to us

OHIO & MICHIGAN COAL CO.
Main Office: DETROIT

MACHINES FOR SALE.

FOR SALE—One new Richardson oats separator, No. 5. Will sell at a bargain; this machine has never been uncrated. Address A. Schlientz, Brookville, Ohio.

AT A BARGAIN, Roberts alfalfa mill machinery; complete; nearly new; cap. 3 tons per hr.

1-100 h. p. Atlas engine, nearly new.
1-100 h. p. Atlas boiler, nearly new.
Hillrose Milling & Merc. Co., E. H. Link, Sec'y, Hillrose, Colo.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
1 Dormant warehouse scale.....	15.00
2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser.....	30.00
1 Grain Spout complete.....	4.00
1 large bell.....	20.00
10 Belt Tighteners, each.....	5.00
600 Salem-cups, 6x16, each.....	.12
50 " " 6x18 ".....	.12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.

16" to 24" Robinson's	\$65 to \$120 ea.
16" " 26" Unique's	60 " 130 "
16" " 36" Monarch's	60 " 200 "
16" " 36" Foos's	60 " 200 "
16" " 26" American's	55 " 200 "
16" " 24" Halsted's	55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 Noye, 9x18 Nordyke and Marmon, 9x24 Barnard & Leas; one 9x24 Northway; one 9x24 Dawson, three pair high; and 9x18 and 9x30 Hutchison; two pair high; one No. 2 Willford, three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mill's, No. 2 "Triumph," 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—In either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One Eureka Milling Separator No. 201, capacity 150 bus. an hour. One Eureka Scourer No. 22, capacity 150 bus. an hour; both complete and in first class condition. Were replaced by machines of greater capacity. Address New Era Mills, Arkansas City, Kansas.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00.
D. O. Friend, Brighton, Iowa.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS, second-hand and new. Also expert repairs. Guarantee goes with all machines and repairs. Let us quote you our prices. Northwestern Electric Co., Chicago, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.



MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago, now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

50 different propositions from three insertions of a Journal "Want Ad"

E. J. HEISER, of Naples, S. D., writes:—

"I will discontinue my ad in the Journal. Will say that it has put me in touch with about 50 different propositions with only three insertions. I feel like little Johnnie did, it certainly pays to advertise in the Grain Dealers Journal."

It pays every man desiring to sell or buy an elevator to advertise in the Journal. Over 6,000 elevator buyers and sellers read Journal "Want Ads" twice a month. It is the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Costs but 20c per type line. TRY IT!

Grain Dealers Journal
315 S. La Salle St., Chicago, Ill.

He Knew

"One of the first things I did to increase the sales of the Gas Engine Department of our firm was to insert an advertisement in the GASOLINE ENGINES columns of the Grain Dealers Journal,"

ALLEN P. ELY,
FRED J. OFFERMAN, Omaha,
Mechanical Equipments.

YOU can reach over 6,000 of the largest users and buyers of gas and gasoline engines by inserting your message in the "GASOLINE ENGINES" columns of the

GRAIN DEALERS JOURNAL
315 S. LA SALLE STREET CHICAGO, ILLINOIS

COSTS 20c PER TYPE LINE EACH INSERTION.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WANTED—Yellow Ear Corn and Oats Straw. C. T. Hamilton, New Castle, Pa.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. It will be read by over 6,100 grain men.

WANTED

HOT CORN
KILN-DRIED MAHOGANY CORN
SMUTTY WHEAT
SEND LARGE SAMPLES
THE RICHTER GRAIN COMPANY,
OFF GRADE SPECIALISTS
2505 Union Central Tower,
Cincinnati, Ohio.

WE ARE BUYERS OF

**RED CLOVER, TIMOTHY
and RED TOP**

Hackney, Broyles & Lackey Co.
KNOXVILLE, TENN.

Can You Offer

**CANE, MILLET,
CLOVER, POPCORN**

Send Samples

J. G. Peppard Seed Co.
Kansas City, - Missouri

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

Crabbs, Reynolds, Taylor Co.

Crawfordsville, Ind.

WE BUY WE SELL **CLOVER SEED**

Write Us



ALFALFA AND RED CLOVER

our specialties.

Also dealers in Alsike Clovers, Timothy, Millets, Rape, Grasses, Buckwheat, Seed, Corn, etc.

You will find us willing to pay top prices for quality seeds. Write for sample envelopes.

ROSENBERG & LIEBERMAN
Founded 1860 Milwaukee, Wis.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kamr Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

SEED CORN

We make a specialty of choice quality dry seed corn stock—car lots or less. Samples mailed on request. Corn that will grow.

ALLEY GRAIN CO.,

MERCER MISSOURI

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Have 10,000 Bu. **CHICKEN FEED WHEAT** on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.



WE ARE BUYERS

of

**Timothy
Clovers
Millets
Flax, etc.**

SEEDS

Send Samples for Prices

TIMOTHY
our Specialty

MINNEAPOLIS SEED CO.

MINNEAPOLIS, MINN.

Prompt or for Import

Clover
Grass
Field **SEEDS**

Loewith Larsen & Co.

150 Nassau St., New York

BUY OUR CELEBRATED

Badger Brand



TRADE MARK REGISTERED.

Selected Seeds

L. TEWELES & CO.

Established 1865

MILWAUKEE, WISCONSIN

Grass and Field Seeds

OUR SPECIALTY: Red, White and Alsike Clover, Timothy and Alfalfa Seed. Also Wisconsin Dried Peas.

SEND US YOUR SAMPLES

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER SEED in car lots or less. Eberts Grain Co., Nabb, Ind.

FOR SALE—Timothy seed, large or small amounts. Write for prices and sample. J. M. Schultz, Teutopolis, Ill.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEED CORN FOR SALE, either straight or mixed cars, sacked or in bulk. Get our prices before placing your order. Vermillion Seed Co., Vermillion, S. Dak.

FOR SALE—Kaffir corn, dwarf milo maize, black amber cane seed and feterita. First-class seed in every respect. Send for samples. The Liberal Ele. Co., Hutchinson, Kansas.

PURE BRED SEED CORN.

Improved Reid's, Leaming, Boone County White, hung early in furnace heated dry house. Medium Y. Soy Beans in 100 bus. lots at a bargain. E. G. Lewis, Media, Ill.

SEEDS WANTED.

LEWIS & CHAMBERS, Louisville, Ky., are buyers, in season, of clover, timothy, red-top, etc.

WANTED—Clover Seed and Clover Tailings. Bad buck-horn lots our specialty. Send fair average samples with lowest prices. C. C. Norton's Sons, Greenfield, O.

SEEDS WANTED.

German Millet, Timothy, Sapling, Medium Red and Alsike Clovers, Red Top, Cow Peas and Sorghum.

Wood, Stubbs & Co., Louisville, Ky.

CLOVER TIMOTHY

Choice new-crop re-cleaned seeds. Offer at \$12.00 to \$14.00 Cwt. \$4.00 to \$5.00 Cwt. F. O. B. Our track. Subject market changes. Write for samples.

HOFLER SEED CO., NORA SPRINGS, IOWA

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

SEEDS

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsike
Natural Grasses
English Rye Grass
Red Fescue

I. L. RADWANER
American Representative
R. LIEFMANN SONS, Succ. HAMBURG
171 Broadway, New York



WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN

COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

La Salle St., CHICAGO, ILL.

DIRECTORY

OF THE

Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., grass and field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Peppard Seed Co., J. G., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.

Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.

Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Liefmann's Hamburg, rep. I. L. Radwaner, field sd.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

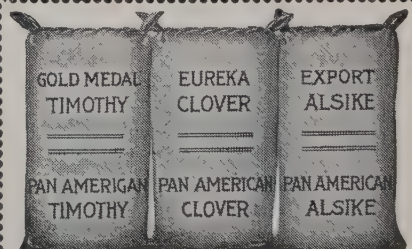
The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds.



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Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Kentucky
Bluegrass—Redtop—Millets
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315 South La Salle St.

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THE ADVERTISING value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcement in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, receipts, shipments, cars leaking grain in transit are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter August 5, 1898.

CHICAGO, ILL., DECEMBER 25, 1913.

ILLINOIS and Indiana shippers lost their fight against the increased freight rates; and effective Jan. 8, 1914, the joint thru rates on grain and grain products from Illinois and Indiana stations to points in eastern trunk line territory, including Buffalo and Pittsburgh, will be advanced from $\frac{1}{2}$ c to 1c per 100 lbs. Local rates to Chicago are also advanced to equalize this increase.

THE SEED LAWS of Pennsylvania and Wisconsin, as amended, are given in epitome in this number, and every shipper of seeds should become versed in their requirements. The necessity for seed laws in every state is well expressed by A. M. Ferguson in another article on the same page. Mr. Ferguson emphasizes what every honest law should be, a protection to every honest man, whether producer, dealer, or consumer.

IT IS little satisfaction to shippers who favored Johnson & Son, of Goshen, Ind., with business, to know that the manager has pled guilty to using the United States mails to defraud and has been fined the pittance of \$500. If sharpers who impose upon shippers, as Johnson & Son have done, are to get off with such small punishment after years of defrauding others, many will be encouraged to follow in their tracks.

CONFIRMATIONS of trades which repeat in detail the terms of the contract, if mailed promptly by each party to the contract, would prevent many misunderstandings and losses. The loose methods with which many grain dealers conduct their business not only brings loss to them, but to others attempting to do business with them. Every contract should be promptly confirmed by mail and thus eliminate many differences.

MANY country elevator men make it their annual practice to advertise their business to their farmer patrons and prospective patrons through the liberal distribution of calendars. No doubt the practice helps to keep them before the farmers, and if good copy is used, wins them some business. Grain dealers who have tried this experiment and carefully watched for results will confer a great favor on their brothers in the trade by writing of their experience.

A BUFFALO milling company, which suffered a great loss of property through a dust explosion, has recently settled with the representatives of the estates of the 33 persons killed and the 64 persons injured for \$93,000. It was fortunate for the claimants to be able to settle the claims without a lawsuit. The result will be that the sufferers will surely realize a much greater amount of damages than would have been the case had each claim been fought through a long trial in court.

NEW CORN, especially in sections of Illinois, Indiana, and Ohio, is not yet in condition to be shipped with safety any distance, but the country elevator men, in their eagerness to get business, are buying the stuff and loading it into tight cars. Of course, some have suffered heavy discounts, as nearly every central market has had more damp corn than the driers could take care of. Shippers should also label every carload of new corn with a large placard and have station agent mark waybill, "NEW CORN: RUSH." Advices should be sent promptly and direct to consignee, together with bill of lading.

A WISCONSIN grain man obtained a refund of overcharges from the C. M. & St. P. Ry. thru the efforts of the Wisconsin Railroad Commission. This state has made its commission of practical value to shippers by giving it authority to check freight bills and collect overcharges for shippers. All Wisconsin grain men should avail themselves of this protection; and grain shippers in other states can endeavor to have their commissions similarly empowered, or better still have a law enacted assessing carriers who collect overcharges and fail to refund same within four months double the excess each month it delays settlement.

CANADIAN farmers have been waging an active agitation for the abolition of Canadian duties on American wheat and wheat products. Such action can not be taken by the Canadian government until the Dominion house opens January 15. Then if Canada opens its doors to United States wheat and wheat products, it will automatically abolish the United States duty of ten cents a bushel on wheat from Canada, and the duty of 45 cents per barrel on flour and other wheat products. Such action will bring the markets of both countries nearer European valuations and make for steadier markets in both countries without much detriment to the producers of either.

AN IOWA BUYER who purchased an elevator in June, 1912, complains that his predecessor, who still lives in town, daily receives card bids and grain circulars from grain receivers who are presumed to be alive to their own interests and to the interests of their customers. Placing market information in the hands of people who do not want it results in their throwing it about promiscuously to the detriment of regular dealers who are striving to do business on a living margin of profit. The New Year is a good time for receivers to revise their mailing lists. Scratch off the dead ones and place your market information where it will do some good.

GOVERNMENT OWNERSHIP of telephone and telegraph lines has been recommended by the Postmaster General and provided for in a bill drafted by Representative Lewis of Maryland. Were the government to take over existing lines of communication, the service would be poorer and less reliable than ever. Whenever anyone suffered loss or injury through the dereliction of the government employes he would have no recourse. The principle of the law is that the government can do no wrong. The taking over of the telephone and telegraph companies would indefinitely multiply the government's already large list of employes, and enable any party, through the careful distribution of offices, to perpetuate itself in power, regardless of rotten service rendered to the public. While the present service is not all that could be asked, still the grain trade is much better off with the telephone and telegraph lines in the hands of private companies who are responsible to patrons for failures to serve with reasonable promptness and accuracy.

SEATTLE will immediately undertake the construction of a 500,000 bushel bulk grain handling elevator as the direct result of representations on the part of farmers who have also promised to build immediately seven bulk grain handling elevators at interior stations, for the purpose of relieving their members from the great expense of shipping all their grain in bags. This reform in the methods of handling grain in the Pacific Northwest comes slowly, but it is sure to come as soon as grain shipments around the Horn are no longer necessary.

COUNTRY corn buyers need to exercise more care in contracting for growing corn. One dealer who has always made it a practice to contract corn whenever the farmers desire to sell, for delivery in December or later, paid \$3500 for his carelessness. He erred in making his contract read "should corn fail to grade contract, market difference day of purchase shall be deducted." Market difference in the price of 3 and 4 corn along in July and August is quite different from what it is during the winter months. Contracts should provide for settlement according to the market difference "day of delivery," as the contract will then have some bearing on the corn's selling price and the quality of the corn delivered.

ILLINOIS shippers located on the Atchison, Topeka & Santa Fe Ry., Chicago & Alton R. R., Chicago & Eastern Illinois R. R., Illinois Central R. R., and Wabash R. R., or shipping over those lines into Chicago should read closely the results of the Illinois Railroad & Warehouse Commission's decision on the absorption of switching charges at Chicago, published in the Grain Carriers Department of this issue. This decision pertains only to grain moving into Chicago under the local rate. All shippers should carefully preserve their Bs/L covering such shipments over the lines named on and after Dec. 15; and in the event that the Court sustains the Commission, they will be able to obtain the refund on all switching charges paid. Inasmuch as these charges average $\frac{1}{4}$ c per bu., the importance of obtaining this refund is evident.

GRAIN RATES between Buffalo, Erie and other lake ports, and the Atlantic ports are attacked in a complaint recently filed by the New York Produce Exchange with the Interstate Commerce Commission. The railroads have obtained absolute control over the steamship lines operating on the Great Lakes. They have boosted water rates on the lakes and the ex-lake rates from the eastern end of the Lakes to the Atlantic Coast so as practically to nullify the value of the Great Lakes and the Erie Canal as a means of economical transportation. In order to protect the traffic on their lines west of Buffalo, our transportation officials have forced grain, coal and other shippers to pay exorbitant rates for water transportation. This is a matter deserving of the most careful consideration on the part of the Interstate Commerce Commission and the most vigorous prosecution by interested exchanges and shippers.

THE INTERSTATE Commerce Commission suggests in its annual report that the time limit for filing claims be set at three years. This is considerably more than the one year time limit agreed to by the National Industrial Traffic League at the recent hearings before the Commission. While one year may be ample time in which to file all ordinary claims, still shippers should have as long as possible in which to institute action for recovery for loss or damage. Perhaps the League was acting entirely within reason in asking for only a year's time, but as an organization of shippers, it seems over-considerate of the carriers' interests. Such an attitude is profitable in dealing between fair-minded persons; but the grasping, selfish tactics of the railroads in every controversy with the shippers makes it folly to hope to arouse any generosity in them by generous treatment. Perhaps the League will take the hint thrown out by the Commission and revise its demands.

Natural Shrinkage Deduction in the Courts.

The legality of the natural shrinkage deduction from claims for loss and damage to grain in transit, which carriers, in the face of divided opinions among their own counsel, have sought to legalize in tariffs filed with the Interstate Commerce Commission and by rules of their claim departments, has never been tested in the courts.

An attempt to inject this natural shrinkage deduction into coal shipping contracts was recently frowned upon by the Court of Appeals of Kentucky in a suit by E. M. Williams against the Chesapeake & Ohio Ry. Co. to recover \$331.43 on account of shortage in the weight of coal transported from West Virginia to Kentucky.

In the trial the railroad companies introduced considerable evidence that loss would result from evaporation. This loss was due to the dampness of the coal and varied according to the time that the coal was taken from the mine. In two particulars this evidence was faulty. First, the locality from which the coal was shipped was not the same as the point of origin of the shipments upon which suit was brought. Second, the evidence did not show at what time the coal shipped to plaintiff was taken out of the mine.

This decision establishes a principle that grain men have held out for in their stand against natural shrinkage, which is that it is an error to assume that all grain shipments shrink in transit. The truth is that some carloads shrink and some others gain weight in transit. Before being permitted to make any deduction for natural shrinkage the carrier should be required to prove exactly how many pounds weight the particular carload in question lost in transit.

Bill of Lading Hearings.

The Interstate Commerce Commission has, of its own motion, held two hearings for the purpose of permitting the public to appear and testify as to the objectionable features of the B/L now in use by the railroads. Sad to relate, the shippers of the grain trade, who are more interested than any other class of shippers, have not taken the active part in this matter which their interests surely warrant. Several times the railroads have gained points of vantage because their lawyers were ever on hand and vigilantly watching.

The B/L controversy has now been drawn out over nearly a score of years. When the railroads attempted to adopt a new B/L with the 120 per cent clause, the shippers rose up as a man and defeated it, but a little later, when the shippers had forgotten and taken a nap, the railroad lawyers put through the 110 per cent B/L, and thus escaped many liabilities.

Judging from their past actions, most of the railroads would refuse absolutely to give a receipt for anything, to guarantee delivery, or even to pay for goods when they fail to make delivery, if possible to avoid it.

Every shippers' association should have a strong delegation, well primed with facts, arguments, and figures, at the hearing on B/L to be given by the Commission in Washington, January 15 and 16. The following day the Commission will listen to oral arguments, and of course the railroad lawyers will be there to occupy all the time if the shippers will let them.

At the hearing before the Commission last October, W. M. Hopkins, of the Chicago Board of Trade Transportation Department, appeared in behalf of the Council of North American Grain Exchanges and the grain dealers generally, but many shippers' associations were not represented at that hearing. In the interest of better conditions for the grain trade, it is to be hoped that every grain exchange and every grain shippers' association will be represented at the Washington hearings next month.

Mr. Hopkins in a recent interview stated that the complaints in the hearings so far may be briefly summed up in the following:

(a) That the provision as to discrepancies in elevator weights and natural shrinkage should be eliminated.

(b) That the forwarding of property by any railroad route without direction of the shipper should be modified.

(c) That the settlement of claims for loss or damage on the basis of invoice price should not apply when such invoice price does not represent the value of the property lost or damaged.

(d) That the provision requiring the claims to be presented within four months at the place of shipment or destination should be eliminated or modified to provide for a period of not less than 1 year and permission to present the claim to railroad company either at point of shipment, destination, or elsewhere, and such other changes as are required to compel the carrier to assume its full liability for property while in its possession and to be responsible for any loss or damage caused by its own negligence.

Duty of Carrier to Furnish Cars.

In awarding the Sonman Shaft Coal Co. judgment against the Pennsylvania Railroad Co. for \$145,830.25 damages for not furnishing an adequate supply of cars the Supreme Court of Pennsylvania recently made a plain statement of the carriers' duty to furnish cars that will be heartily endorsed by grain shippers everywhere.

The decision in this case must be accepted as conclusive for the arguments of the railroad corporation were ably presented by a battery of six heavyweight attorneys, while the shipper had on his side only two attorneys and a just cause.

The method of distributing cars was to supply preferred shippers with cars, and then to give plaintiff only a proportion of the unallotted cars, and the court said, "The defendant railroad company seems to have taken the position that they have a right to regulate the coal market," declaring that "The primary duty of a railroad company is to have an adequate car supply for the needs of the country thru which the lines pass and to furnish such cars to shippers when requisition is made therefor in good faith."

In its defense the railroad company pleaded that the state courts had no jurisdiction over interstate commerce; but the Supreme Court held that when as in this case the act complained of is an offense at common law and made so by state statute, there is concurrent jurisdiction of it in the state courts. Justice Stewart for the court, said:

"The boundary line limiting state jurisdiction in matters which may affect interstate commerce has been clearly indicated by repeated decisions of the Supreme Court of the United States within recent years (85 Atl. 437). Our own state statute rests for its authority on the police power of the state, and its sole object is to prohibit common carriers which derive all their powers from the state, and have been granted these to the end that they may serve public necessity and convenience, from practicing undue and unreasonable discrimination between shippers in the service they are created to render. The exercise of this power in the way indicated is not interfered with by the Interstate Commerce Act in the absence of action by the Commerce Commission specifically directed against the particular matter complained of. The thing condemned by our state statute and by the common law was a purely incidental matter indirectly affecting interstate commerce, just as was the discrimination in the case of the Missouri Pacific Ry. Co. v. Larabee Flour Mills, 211 U. S. 612 [29 Sup. Ct. 214, 53 L. Ed. 352]. The two cases on principle cannot be distinguished, and we but follow the plain guidance of that case in holding that the power of the state with respect to the subject-matter of the present controversy remains undisturbed. It was not a question in the case whether the cars denied the plaintiff were intended for shipment within the state or beyond. It was sufficient that the offense was committed within the state."

Carrier's Liability for Damage to Corn.

Shippers who begin suit in court against carriers to recover for damage to grain in transit should be careful not to make unnecessary allegations. The insertion in the complaint of specific acts of negligence will impose on the shipper the burden of proof; whereas if the shipper contents himself with simply alleging that the corn was loaded in good condition and arrived damaged, it is for the carrier to account for the condition in some way that will excuse him from the obligation to safely deliver.

On this single point W. H. Yontz, who had won in the Circuit Court of Moniteau County, Missouri, lost in a decision given Nov. 17 by the Kansas City Court of Appeals, granting the Missouri Pacific Ry. Co. a new trial.

Plaintiff shipped a car of corn from Omaha, Neb., to Speed, Mo. It graded No. 2 at Omaha, but No. 3 at destination, resulting in a loss, for which he recovered judgment in the lower court. His allegations were that defendant negligently placed the corn in "a broken and defective car" at Omaha, and that,

in transferring at Kansas City from the original car to another, defendant negligently permitted it to be exposed and carelessly handled it so that it became mixed with dirt, damaged, and unsalable.

Judge Ellison, in reversing the decision of the lower court, said: The shipper's case is made prima facie if he shows good condition when delivered at point of shipment and bad condition when received at destination, and the onus is on the carrier to excuse himself. Read v. Railway Co., 60 Mo. 199; Witting v. Railway Co., 101 Mo. 631.

But, if the complaining party chooses to specify the negligence, he puts aside the presumption in his favor and assumes the burden of proving his specification. The rule making a prima facie case for the shipper when he shows injury or non-delivery and putting the burden on the defendant to relieve himself has arisen from necessity and natural justice. Hill v. Sturgeon, 28 Mo. 323.

If the carrier receives and fails to deliver at destination or delivers in an injured condition, he knows the cause, and the shipper ordinarily has no means of knowing it, and for that reason the presumption has arisen in favor of the shipper which, in the absence of legal explanation or contractual excuse, entitles him to judgment for damages. But, if the shipper alleges that he knows the particular causes and alleges it, he does not need the aid of a presumption, and he must therefore prove his allegations as in other cases.

Plaintiff seems to have tried his case as though he had not pleaded the specific negligence which caused his loss. His evidence and instructions are of that indefinite nature as to show that he is relying on the presumption of which we have spoken. His brief indicates such is his reliance. His instruction is not drawn with reference to the specifications in his petition. It is true he does submit the hypothesis "that the car in which defendant started the shipment was defective and because of such defect defendant was obliged to and did transfer said corn to another car through an elevator at Kansas City," but it nowhere submits whether either the defective car, or the transfer through the elevator, or both, caused the corn to become foul, dirty, and damaged. It directs damages to be allowed if the corn was in bad condition when it arrived at destination. Suppose the car was so defective that it could not be hauled to destination and the corn had been unloaded and put through an elevator at Kansas City, the jury must believe that these things did the damage, and so, upon proper evidence connecting these things with the damage, it should be submitted to a jury.—160 S. W. Rep. 832.

MANY grain dealers seem to be bitterly opposed to signs. Office, fence, bin walls are alike bare of any wording that reveals the name of the owner. At little expense, the grain man could paint his name on the side of his elevator so as to make it legible a mile away. The elevator usually is the tallest structure in the town; and the grain man who overlooks its possibilities as a business-getter should invest in some primer on advertising.

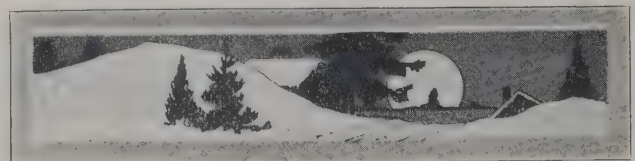


A good old
Merrie Christmas

Greetings.

"A Merry Christmas to You!" How much good cheer and brotherly love these words connote. They seem to ring with the spirit of Yuletide. In sending our greetings to the readers of the Journal, we feel keenly the limitations of the printed page. Cold type is a poor substitute for the cordial handshake, the smiling face, and the friendly voice. We should like to grasp each and every one of you by the hand and give you our Christmas wishes face to face.

We wish to thank our many friends and patrons in the trade for their liberal support during the past year and to express the hope that our service has been of sufficient help to make this Christmas time the merrier for their having had it. During the coming year we shall work more earnestly than ever to be of help to dealers who are striving to improve grain trade conditions, in the hope that Christmas, 1914, will find them even more cheerful and optimistic. We surely wish all a Very Happy and Prosperous New Year, and assure our many readers that we shall use our influence to make it so for all in the grain trade.



WHEN TRADING FOR FUTURE DELIVERY is Abolished.

BY J. C. F. MERRILL.

Production imposes ownership. Ownership is inseparable from the risks of ownership.

Risk of ownership is chiefly caused by the influence of the weather on growing crops the entire world around. There is a harvest of grain every month of the year in some part of the globe. Conditions, therefore, are constantly changing, and changing conditions with their resultant effect at world's markets, constitutes the risk of ownership. This risk can be minimized to an almost imperceptible degree, if not wholly eliminated, by making a contract for future delivery, commonly called "hedging." The commodity itself can be delivered at maturity of the contract, or a like quantity of the same commodity can be bought in the market with which to satisfy the contract. Ofttimes this is done in event of the commodity being wanted for use where it was at the time located, such as a quantity of wheat in a mill; a crib of corn to be fed to stock, or any other of many situations, in which elimination of risk of considerable proportions is desirable.

In every instance, if risk be eliminated less margin of profit is required to induce buyers or sellers to handle the commodity. Staple articles, those of general or universal use or need are bought and sold on a much smaller margin of profit than perishable things, or articles adapted to general needs a portion of the year only.

It matters little from what source risk comes, if it be present and recognizable; its importance as an integral factor is quickly discounted in money value depending on its importance. Different people holding different opinions relating thereto, thus express their opinion reduced to a money or price basis by the price they will bid or the offers they will accept. Risk then has a prominent place in fixing market prices. This being true, the present means of placing it in the hands of those who desire to assume it, the speculators, by those who do not desire to do so, serves a highly useful end, in that it results in minimizing the profits of middlemen. Profits are in proportion to risks.

To abolish future trading by law, or to tax it to death, would have for its logical and practical result, largely increasing the profit of middlemen. Deprived of every means of protection against loss every owner would, of necessity, protect himself against it by assuming ownership only on a largely increased margin, or to state it more clearly, on two margins, one of profit and one of safety, and the latter would naturally be the larger of the two. This beyond question would be true of every dealer who bought surplus quantities. Last year was our banner year with a production of over five billions of bushels. The surplus quantities of this large production were handled at a smaller margin of profit than a like volume of business in any other department of our commerce. This was so because of the broad ownership made possible by the Exchanges, many thousands participating therein throughout the year.

It is a common error of critics of the Exchanges to assert that the volume of trade thereon totals many times the product of the country; so it does and so it ought. Great benefit results therefrom. It secures steadiness of values more positively than any other agency can. Federal authority itself would be impotent in comparison. This is so because the broader the ownership of soil products is and the larger the market is on which transactions can be made, the more certainly be made, the narrower the margins of profit will be. Therefore, the free buying and selling of the products of our farms by a large number of people creates a stable market, one on which current needs of buyers can be supplied without disturbing values; likewise, sellers of same can effect sales without causing undue decline. The larger the reservoir the less its level will fluctuate under influence of in and out-flow.

To substitute as a result of legal enactments, buying, holding and distribution of soil products by dealers without those facilities now constituting the functions of the Exchanges, would without question force the farmers to hold his product until some dealer was willing to buy; or, if the farmers were compelled to sell, as many renters are, and as

a class yearly do at harvest time of each cereal, the price would be forced to a level which would carry the two profits mentioned above. Chaos and uncertainty would result and the grain business of the country would follow the course fresh meats, eggs, butter and oil have taken and be concentrated in the hands and under the control of comparatively few people strong financially. The net result would be a distinct loss to the public.

When free future trading on the exchanges is prohibited by law, a distinct loss will be felt and realized.

MUTUAL INSURANCE COMPANIES IMPROVING Conditions.

BY C. A. MCCOTTER.

The elevator owner can accomplish little alone and so unites with his fellows in associations to consider matters of legislation and problems of the grain business. Likewise the mutual fire insurance companies have found it wise to copy their policyholders and work more on co-operative than individual lines. The mutual companies in the last few years have made several moves of advantage to those composing the companies.

A valuable course, outside of the Northwest which has had grain salvage service, has been to secure an expert to look after the salvage after a fire and recover a much larger per cent than in the past. In the Northwest they have been recovering about 20 per cent as compared with 5 per cent elsewhere. As all recovered beyond the amount of the insurance goes to the policyholder until he has been indemnified for the full amount of his loss, it is self-evident the proposition is in the interest of the grain dealer, while any further saving helps to keep down the cost of insurance. It will prove of advantage for policyholders, after a fire, to co-operate in handling the salvage as a part of the adjustment.

In compiling statistics and studying the causes of fires the experience and influence of any one company is not of sufficient value. It needs the joint work of all companies interested in each property. For several years the mutual companies have been maintaining the Mutual Fire Prevention Bureau to do the work that a company cannot well do alone. This Bureau is not only to post the companies but the policyholders as well on its work. The idea is to keep up that necessary co-operation between the company and the policyholder in the reduction of fires. There is good evidence that losses have been reduced many times the cost of the Bureau.

Mutual fire insurance has been able to brag of no legislation to correct evils in the business. However, for the past few years there has been an agitation, investigation and legislation against corporations and it has been found that the extreme to which reforms go before a reaction is going to touch mutual fire insurance. There is no demand for corrections, but to extend government paternalism for more supervision. It has been found that the government inclination is to attempt to do for a business what it cannot do for itself. Therefore, while complaint cannot be made against a proper supervision, it is necessary for a business to be a party to determine conditions imposed. Mutual fire companies working individually have been so weak that their competitors have dictated most of the laws governing mutuals. The issue is now so strong that the mutual companies insuring flour mills and elevators have united with all other kinds of mutual fire companies in a National organization to do jointly what they could not do individually. Already they have held conferences with the National Association of Insurance Commissioners and determined propositions of vital importance to mutual insurance.

Our purpose is to illustrate that mutual insurance, like any other business, must meet the spirit of the times in co-operation rather than competition and that by co-operation the companies are building themselves up rather than tearing each other down.

CARBON MONOXIDE generated by corn in the hold of a vessel recently caused the death of a sailor at Liverpool, Eng.

BUFFALO continues to breed dust explosions. One occurred Dec. 10 in the feed warehouse of B. E. Waver and caused a fire loss of \$2,500.

TAXATION OF "GRAIN BROKERS".

[From a paper read at the Omaha convention, Dec. 17-19, of the Nebraska Farmers Grain & L. S. State Ass'n, by Professor Geo. O. Virtue of the State University.]

In their method of ascertaining the "average capital" employed by grain dealers in their business, the practice of the county assessors varies greatly in Nebraska. The law does not tell how this is to be found; the State Board has not done so, nor has the Supreme Court. A plan had been evolved of taking the amount of business transacted during the year and dividing it by a number representing the supposed frequency of turnover. Thus one elevator may have handled 20,000 bus. of wheat at an average price of 80 cents, requiring an aggregate outlay of \$16,000. Assuming that in doing this business the funds were turned 10 times, an "average capital" for conducting the wheat transactions would be \$1,600. It seems probable that under the law some such crude method of ascertaining "average capital" is the most feasible one to follow. But the results vary greatly according as one divisor or another is used. For example, if it is assumed that there is a turnover 20 times in the year, the average capital in the case assumed above would be 16,000 divided by 20, or \$800 instead of \$1,600.

What divisor should be used? The Supreme Court has said that no arbitrary number can be used.

We have recently received letters from a considerable number of county assessors which show a wide range of judgment in the matter. Many do not concern themselves about finding the "average capital" at all. By those who do, the divisors reported as being used were 12, 15, 20, 24, 30, 36; and one assessor, remembering that there are 313 working days in the year, used that number as a divisor. He succeeded in getting \$170,000 worth of business done with an average working capital of \$543! No indication is given, except in one instance, that a different divisor is used by the same assessor for different elevators.

A company having terminal facilities may, in the natural course of business, have grain in its local elevator ten days and the same grain in its terminal elevator for twenty days. It is not equitable for it to use a large divisor—say 36—on the ground of a frequent turn-over of capital and thus make out a low "average capital"; while a competitor, carrying its grain also an average of thirty days, is compelled to use a small divisor—say 12—and thus make an item of "average capital" three times that of a line company. Theoretically the line company ought to be assessed at the local elevator on the basis of holding its grain ten days and at the terminal on the basis of holding it twenty days. This would be equitable as between competitors; but to make such a computation would render more complex and difficult a method already top-heavy with complexities and difficulties.

No Satisfactory Method.—A survey of the various plans employed in neighboring states for taxing grain dealers discloses no method that gives general satisfaction. The bushel tax has the advantage of simplicity, but it has its drawbacks. The attempt to determine the average working capital leads to mere guesses and the widest divergences in practice. No one has succeeded in finding a workable method for ascertaining the average. It has been suggested that in view of this situation it would be better to return to the straight *ad valorem* method we abandoned in 1903. Undoubtedly it will work as it always has worked. But it will remove one of the difficulties of the assessor and would probably result in a very slight loss of revenue. The assessed value of the "capital invested by grain brokers", stands at \$275,000 or \$300,000 on the grand assessment roll. If that item were wiped out entirely, it would mean, possibly, the loss of but \$10,000 or \$12,000. But it is probable that an increased amount of grain would be returned if this item were dropped; and it is quite possible that the revenue would not be diminished at all.

PORTUGAL has decided to admit foreign corn into Madeira at one-third of the regular duties, and to admit corn produced in Portuguese colonies at one-half of these duties, which amounts to 12.2c per 100 lbs.

Effect of Reduction in Duty on Oats.

E. G. Brown, Secy. of the Hooper Grain Co., and actively engaged in the oats trade for many years, naturally has very decided opinions on legislation affecting the oats trade. He writes: I think the bringing into this country of grain free, or lowering the tariff to a point where grain can come into the United States in competition, is the crime of the century. This country has been able to consume the entire crop of oats during the past ten years. The prices of oats during that period have always been fixed on supply and demand. When we had a large crop the supply was at the time greater than the demand and prices naturally declined, but with a large crop even at the low prices the farmer was prosperous. If we had a small crop the prices advanced, the demand being in excess of the supply, and the farmer prospered for the reason that he received a higher price for his grain.

This system has worked along beautifully. Our farmers have prospered, and there can be, in my judgment, no prosperity in this country if the farmer does not prosper. The reducing of the duty on oats to six cents per bushel, places the cheap land of Canada, which also has a greater productive power per acre than our land, in competition with our farmers. The Canadian surplus of fifteen to twenty million bushels of oats will fix the price on twelve hundred million raised in this country. This is a crime against the United States farmer. The amount that Canada will deliver to us will not be large, but they are always hanging over the market, and the result will be that our crops will eventually have to be merchandized on the basis of a world's price.

I believe in bringing into this country free anything which this country needs to supply a deficit. I believe it is a crime to bring into this country any article of which we have a surplus and thereby put our farmers or laborers in competition with the cheap lands of Canada and the cheap labor of Europe. I cannot see anything ahead but cheap prices on everything. It looks to me as if we might develop into a cheap country. Certainly if the farmer does not prosper and he cannot receive a fair price for his product his land will depreciate in value, and when the farmer's land and his product depreciates in value, the prosperity of this country suffers accordingly. The trade in oats has been practically demoralized. Canada offering oats, testing 42 to 44 pounds, at times two and three cents per bushel under us, even after paying duty.

I believe the same thing appears in corn. An importation of possibly twenty million bushels of Argentine corn to this market, or the fear of such importation will have a great effect in fixing the price on our three thousand million bushels.

OBSERVATIONS.

By Traveler.

"Another one of those doggone traveling men, eh? Well, get out of here, I just got stung by one of your tribe," snarled the grain dealer.

The traveler being slow on his feet and cold, hid behind the office stove. His unwilling host's anger waned and the traveler's courage rose to the point of inquiring what this latest escapade of a fellow knight of the road might be.

The irate dealer: "I gave him a check for \$1.50, he raised it to \$150 and cashed it."

The dealer confessed that the check had been written with an ordinary lead pencil and was payable to the traveler instead of the firm he claimed to represent. The way lay so temptingly open to the young sharper that he merely used his rubber-tipped pencil and added a few ciphers to make an extra Christmas fund.

Admitting that the check raiser was a swindler and a fraud, one can not hold the grain dealer entirely blameless. He would hardly pile his money out on the street and trust to people's honesty and yet he lets his bank account go unprotected to almost that extent.

If grain dealers would fill in and sign each check in ink and then use a check punch or protector few of them would suffer losses of this character.

MAIL bearing street or building address of addressees in large cities is now given first attention. Other mail is held for distribution by experts who are familiar with the location of leading firms. Mail of parties unknown to them is further delayed by being sent to the Directory clerks who must supply street address.

Reciprocal Trade in Wheat Between United States and Canada.

Jas. Carruthers of Montreal, an avowed champion of free trade in wheat between Canada and the United States, writes: Under the present United States tariff there is a duty of 10c per bushel on all wheat imported into the United States from Canada, and I think there has not been enough wheat imported under this tariff, nor will there be that will amount to anything. According to present market values of wheat in the United States and Canada, there is not enough difference in prices to warrant any large shipments being made under this present tariff.

If there was reciprocal trade in wheat and flour between the two countries I believe that, owing to the high grade of wheat grown in our Canadian Northwest that Minneapolis mills would take considerable quantity of our Spring Wheat, as there is no doubt but what it is intrinsically worth 3c to 5c per bushel more than the same grade of Duluth Spring Wheat. I am inclined to think that it would have the effect of raising the price of Manitoba wheat and for the time being lower the price in Minneapolis and Chicago.

Both countries, however, at the present time have a surplus for export over and above their requirements for bread and seed, so that ultimately the surplus would have to come to an export basis, whatever that might be.

A BILL proposing an international conference to abolish gambling in food and agricultural products on exchanges was introduced in the House of Representatives Dec. 15 by Congressman Byron P. Harrison of Mississippi.

SPOILAGE of corn meal, which is now regarded as a cause of pellagra, is being investigated at the Chicago, Ill., and Savannah, Ga., laboratories of the United States Bureau of Chemistry. The government experts plan to make tests of unbolted, undegerminated, and stone-ground meal, and also to make moisture tests, as the moisture content in corn meal is an important factor in spoilage.

IMPORTS of Canadian oats during October were 2,524,480 bus., compared with 355 bus. last year, according to A. H. Baldwin, chief United States Bureau of Statistics. Of this, 1,190,071 bus. came in at Buffalo and 340,068 bus. at New York. These figures cover oats imported for domestic consumption only. The Bureau keeps no record of the oats entering this country in bond for exportation.

TERMINAL EXPORT ELEVATOR AT JERSEY City.

A valuable addition to the grain handling facilities of New York harbor has recently been placed in operation by the Lehigh Valley Railroad Co. at its National Docks in Jersey City, N. J., in the form of a new concrete and steel grain elevator designed not only to serve the ordinary export trade but to sack grain into even weight bags and to dry and cool grain out of condition. The provision of these facilities was in a sense experimental as it was by no means certain that shippers would extensively patronize the service, but the Lehigh Valley, with commendable enterprise, decided to furnish facilities equal to or better than those at other terminals and to await developments.

The plant comprises 33 concrete storage tanks, a drier building, a working house, the older transfer elevator connected with the new plant by a conveyor gallery, and a power house, as shown in the general plan reproduced herewith.

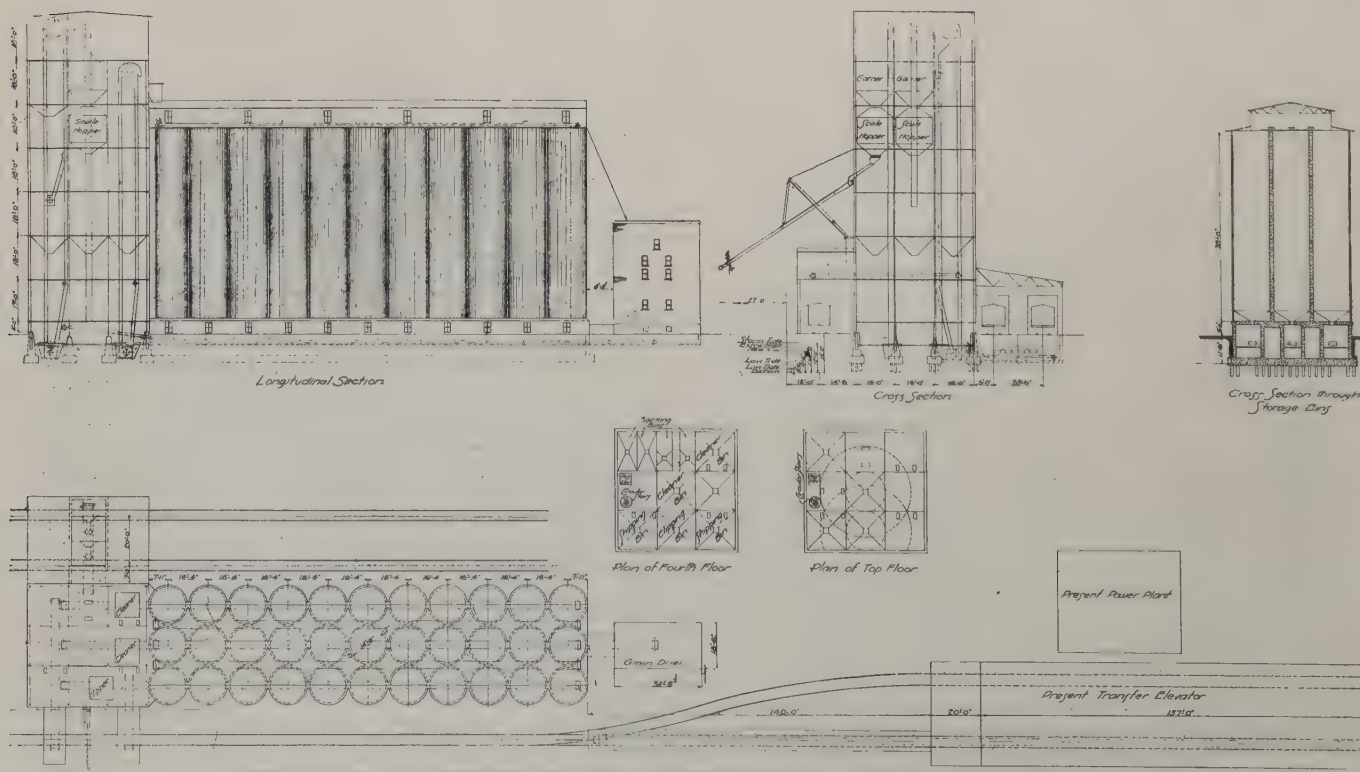
The storage tanks have a capacity of 10,000 bus. each, and the 20 interstice bins 4,000 bus. each. The tanks are 14 ft. 8 ins. in diameter, the walls are 7 inches thick, and the total storage, including 36,000 bus. in the working house is 450,000 bus. In connection with the new elevator the Lehigh Valley has 40 grain lighters with a capacity of approximately 650,000 bus., which insures prompt and efficient handling and delivery of grain in New York harbor.

The working house is 50x50 ft., and 131 ft. high, containing 6 large bins 16 ft. square, 2 bins 8x16 ft. and 2 bins 6 ft. 6 ins. by 16 ft. Adjoining is the small 2-track receiving shed 43 ft. 6 ins. by 50 ft. The brick drier building, 35 ft. by 18 ft. stands 6 ft. from the storage tanks, and the old transfer elevator stands 140 ft. back.

The five tracks on one side and the two in track shed provide ample yardage, the single track on opposite or dock side of the elevator not being considered.

Grain is taken from and loaded into the old elevator by a conveyor belt in an elevated gallery, the belt being reversible makes tunnels below the old bins unnecessary. Grain is handled to and from the drier building by one of the three belts over and one of the three belts under the tanks. Besides the receiving belt under track shed feeding the elevator leg, there are two belts on second floor from sacking machines to dock spouts, making ten conveyor belts, all told, each 36 inches wide.

Each of the two tracks has a single grain receiving sink, interlocking valves letting the grain drop to the belt run-



Cross and Longitudinal Sections, Bin and Floor Plans of Lehigh Valley Railroad Co. Elevator at Jersey City, N. J.

ning to elevator boot of the single receiving leg. The unloading capacity is 11 cars per hour. The elevator legs are five in number, including a re-elevating leg shipping leg and two cleaner legs, the larger having buckets 8x8x20 and the smaller 7x7x14 ins., reaching the different belts by spouting. Of the belts above the bins two have trippers for storage, the third serving either the drier or the old house. Two of the belts below take grain out of store to shipping or receiving leg, the middle of the three delivering from drier to shipping leg.

The cleaning machines are S. Howes No. 413, the clipper is of the same make, No. 37, and the sacking is done, thru two Richardson Automatic Scales. The capacity of this equipment is 1,400 bus. an hour. A single carloading spout is provided for emergency. A passenger lift runs to top floor, making it unnecessary to climb the steel spiral stairway. A dummy elevator to carry weigh tickets runs to weighman's office on the fifth floor, where are the Fairbanks-Morse Hopper Scales. Provision has been made for the installation of a spiral bag chute between the first and second floors.

Each machine has an individual electric motor taking current from the main power plant, and the elevator legs have rope drives.

On the dock side of the elevator are three loading spouts, one from the shipping leg and two from the second floor, one of the second floor spouts taking sacks from a conveyor belt specially arranged to carry sacks.

The channel to the south of the new structure opening directly into New York Bay has been dredged to a depth of 23 ft. Ocean-going steamers may be brot alongside the building for loading and there is every facility for handling of barges, including electric boat hauls. A concrete bulkhead faces the dock and all of the buildings rest on piling and concrete, and are fireproof. This plant was designed and erected by the Witherspoon-Englar Co.

THRESHERMEN are required to report to the U. S. Department of Agriculture the exact amount and kinds of grain threshed at the various farms, according to a bill introduced into the House of Representatives Dec. 18 by Congressman Baltz of Illinois. The author of this bill believes that it will give the Agricultural Department exact information on crops.

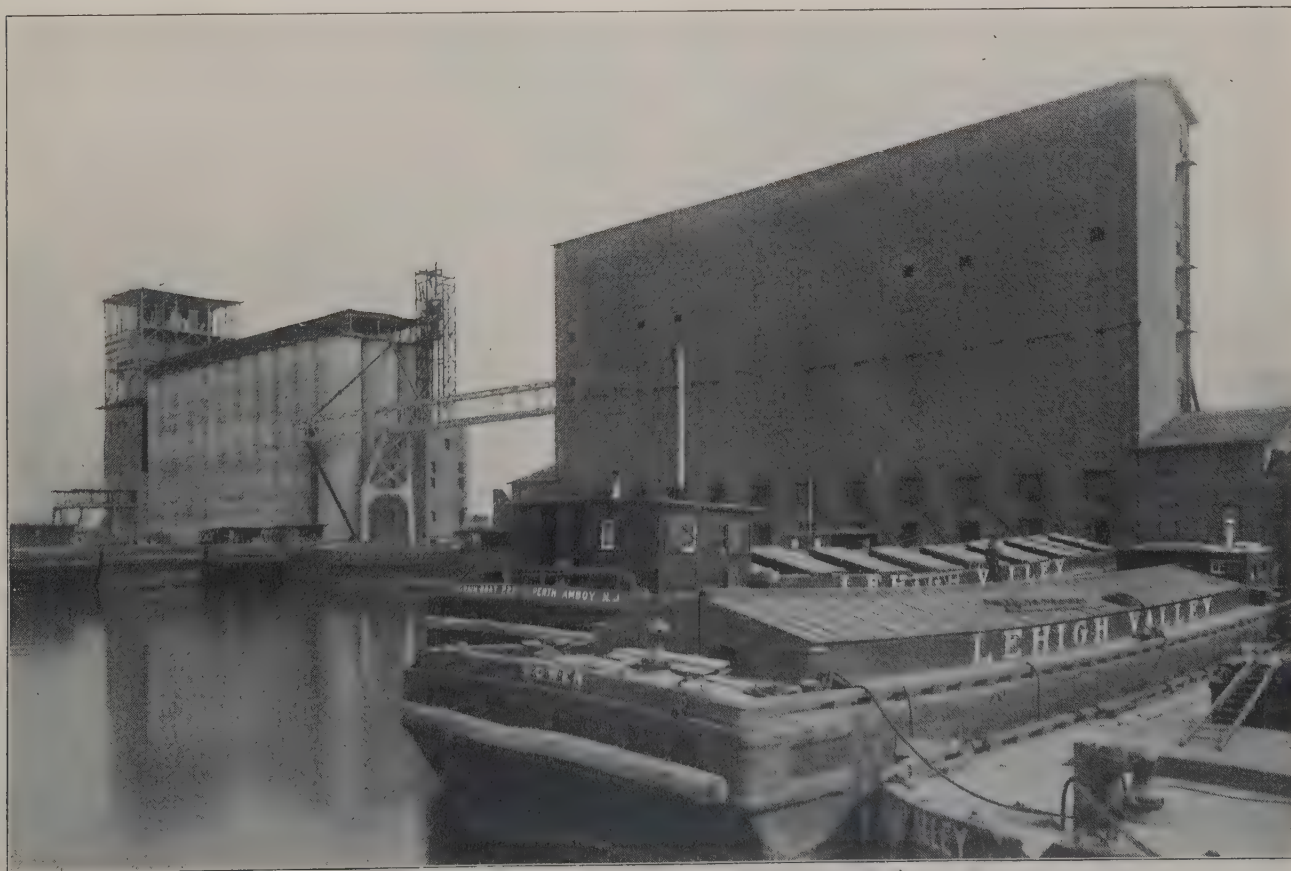
Will Not Import Canadian Barley for Malting.

Dudley M. Irwin of Buffalo, who has long specialized in malting barley, writes: The barley trade has not been affected by the tariff legislation. I have to say, I do not think there will be an extensive use of Canadian barley for malting purposes in this country at the 15-cent rate of duty, unless the quality of the Canadian barley is found to possess high germinating qualities and at the same time the crop in this country is a short one and our prices are abnormally high. As you are doubtless aware, the finest grades of Canadian barley have always been raised in the Province of Ontario, but after the passage of the McKinley bill some twenty years ago, which raised the duty on barley from 10c to 30c a bus., the Canadian barley grower was cut out of this market and went out of the raising of barley in that province. Farmers over there turned their attention to diversity farming and they stopped raising barley. Practically all of the barley that is raised in Canada now comes from the Province of Manitoba and the Canadian Northwest and this barley as a rule is only fit for feed as three years out of five it is frosted.

In regard to the effect of the Canadian barley crop of 1913, I do not anticipate it will come into use for malting this year at all for the reason that the crop has been damaged in some way and does not malt evenly, and wherever it has been tested so far as I have been able to learn it has proved unsatisfactory to the maltster. The only use that this year's crop of Canadian barley will be fit for is feeding purposes abroad.

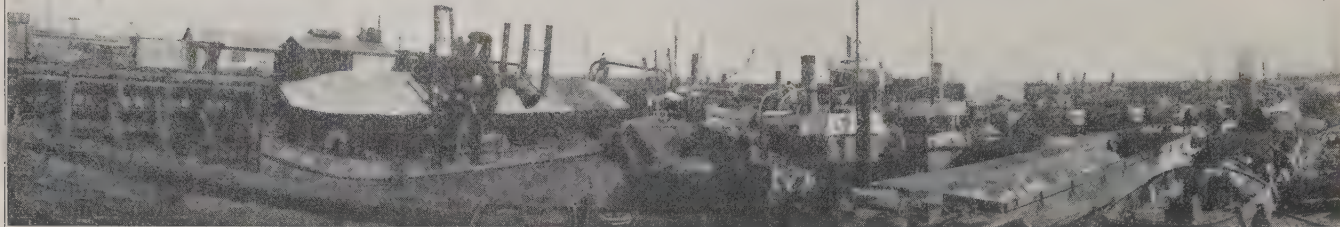
Another reason the Canadian barley cannot be safely bought for malting purposes arises from the fact that it is sold in the Northwest on grade and when purchased in that way it is almost impossible to buy it to arrive with any degree of safety as there is no knowing what locality the grain comes from. Some of it might be good malting barley and some of it very inferior on account of frosts about harvest time.

CHAMPION corn grower of the champion corn state is the proud distinction won by George H. Grosse of Des-plaines, Ill., a farmer boy who grew 113 bus. of shelled corn on a single acre. The boy was congratulated on Dec. 13 by Sec'y Houston for his splendid achievement.



New Export Elevator Under Construction and Old Transfer House of Lehigh Valley Railroad at Jersey City, N. J.

THE GRAIN TRADE OF ARGENTINE



Sunday in Buenos Aires Harbor.

ARGENTINE'S GRAIN TRADE.

BY H. G. CUTLER.

Great Movements in Cereals Which Concern the World—Close Competition of Russia and the United States.

The International Elevator Enterprise Explained by a Late Investigator in the Argentine Country—Grain Trade in the Country—Railway Warehouses—The Cartage Problem—The Bag Question—Conflicting Interests of Farmers, Country Buyers, Brokers and Exporters—The Producers Between Several Fires—The Cereal Deposit Company, Forerunner of the Argentine Society of Elevators—Grain Transportation and Handling by the Leading Railroads—Great Cereal Ports of Shipment—Port-Building—Bahia Blanca, Buenos Aires, Rosario and Santa Fe—Dockage and Elevator Charges—Manipulations of the Grain Market—The "Futures" Exchange—Late Progress in Grain Grading.

The most stupendous movement in the world along the line of grain elevator service is progressing in Argentina, southern South America. The formation of a great international syndicate, centering in a leading Parisian banking firm, is to rush various enterprises in the southern republic and give her farmers, grain dealers and exporters a modern grain storage and handling system. It is stated that the Universal Society of Elevators, which plans to found co-operative establishments in South America, is capitalized at \$30,000,000, gold, and will open its campaign in the Argentine republic. It led as a wheat exporter in 1909 and was second in 1910 and 1911.

Argentina's exports of that cereal for the past year amounted to 2,629,056 tons of 2,200 pounds each; in 1911, 2,480,000 and in 1909, 2,900,000 tons. The cereal year 1908-9, during which it led the United States, showed an increase over our exports of 38,000 tons.

Argentina holds a firmer rank as an exporter of corn and linseed. For a number of years she has far outstripped the United States in the exports of corn. In the cereal year 1908-9 she exported 2,276,000 tons. It is estimated that Argentina has doubled these figures for 1912-13 and of late has been exporting corn direct to the United States.

In the matter of linseed exports the Argentine has long been the leader, as for a dozen years past she has been sending abroad more than fifty per cent of the exports accredited to all the producing countries of the world. India is her closest rival in this field.

Despite the demands of her 8,000,000 horses she also manages to send away to other equines between 800,000 and 900,000 tons of oats yearly. Altogether, Argentina's importance to the world both as a producer and exporter of grain is told in the 1912 figures, partly issued by the government bureau of statistics and partly compiled by private authorities:

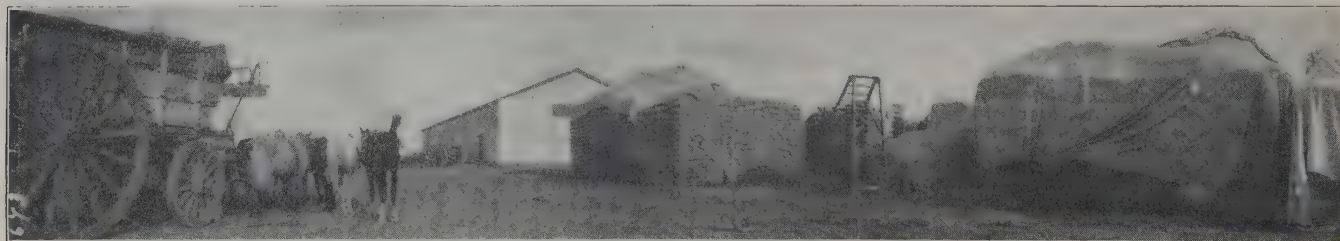
Cereal.	Yield, tons.	Exports, tons.
Wheat	6,572,423	2,629,056
Maize	7,660,000	4,835,237
Linseed	1,646,663	515,399
Oats	2,086,700	896,032

These figures give a definite idea of the movement of Argentina's principal grains and emphasize the necessity of providing adequate facilities of storage and manipulation until such raw products reach hungry Europe. Of the world's entire wheat supply the United States furnishes 20 per cent and Argentina only 5 per cent; but as an all-around exporter of grain she outranks this country, for the very good reason that she is only obliged to feed 7,000,000 home people while the States has some 92,000,000.

It is this supremacy as an exporter which makes the elevator question of such prime importance to the Argentine. Within a quarter of a century she has advanced from the position of a struggling agricultural country, which produced barely sufficient cereals for her own limited needs, to a place where she can supply not only her own rapidly expanding population; but send away from sixty to eighty per cent of all her crops of grain. From January to March, which virtually covers the season of her harvests, when the wheat and corn especially are being rushed to the seaboard for European shipment, may be witnessed the spectacular overwhelming of all home facilities for handling these floods from her fertile soil.

But neither the efforts of interior buyers and shippers, nor the facilities of the railway lines and river craft, are as raw and infantile as some of the North American papers would lead the stranger to believe. I happen to know, for I have just returned as a spectator and investigator in this splendid grain country of the South. Away from such great interior shipping ports as Rosario and Santa Fe, on the Parana river north of Buenos Aires, and Bahia Blanca (the Liverpool of the South, which has even displaced the metropolis as a grain seaport) for two or three hundred miles west of such exporting centers, the handling of grain is still extremely crude. The plan of this view of the situation is therefore to draw a picture of the common methods employed in the country (or "camp," as they say in Argentina), the nature of the remedies suggested and partially advanced by the government and the railroads, and finally the up-to-date agencies employed at the great ports of shipment to handle the grain and transport it by rail and boat to the ocean freighters bound for Europe.

The grading of Argentina grain, the formation of exchanges in the chief cereal centers, the general regulation of the trade and the inevitable quarrels between the farmer, middlemen and exporters, are items which cannot escape



Grain Bags Stacked for Shipment at a Wayside Country Station in Argentina.

the attention of the visitor, particularly if he has lived for any length of time in any large grain handling city of North America.

MOST OF THE ARTICLES APPEARING in United States newspapers regarding Argentina are true only in part, loosely applying to some of the country districts. It is a fact that in many of the interior sections wheat and oats are mostly handled in bags, which are simply piled along the railroad at the nearest station and protected by coarse, heavy sacking. As rains are infrequent, and seldom more than showers during the busiest of the shipping seasons, this practice is not so careless as it would seem on the face of it to a North American farmer. The Argentine farmer usually gets his grain to some railroad as soon as possible after it is harvested, and the leading lines, notably the Buenos Aires & Pacific and the Great Southern, within the past few years have erected small cemented or corrugated iron warehouses in which the producers or buyers may store their grain until it can be shipped to Santa Fe, Buenos Aires, Bahia Blanca or Rosario by rail. When the cars are standing on the track, ready to be loaded, the grain may be shipped in bulk, but at the height of the season there is usually such a shortage of cars that the farmers fall back on the bags, especially if there does not happen to be a warehouse at their nearest railway station. Often, when there is certainty of car transportation in bulk, the grain is heaped upon boards placed upon the ground and the piles covered with tarpaulin. Necessarily, under these circumstances, the grain has to be forwarded for shipment at the earliest possible moment. Every shipper, whether he is sending the grain in bags or bulk, wants his cars first, and there is a bustle, a rush and yet a congestion of traffic to which our grain states, with their immeasurably greater facilities for transportation and storage, are comparative strangers. When the shipments are the most brisk, during the first two or three months of the year, it is no uncommon sight to see two or three thousand grain cars massed around the great port of Ingeniero White, near Bahia Blanca. These include numerous steel-framed covered cars, with a carrying capacity of forty-five tons each, which are provided by the Great Southern railroad for the special transportation of grain during the rush seasons.

FORTUNATE, INDEED, IS THE FARMER whose land is within a fair distance of the trunk lines, which year by year make so valiant an effort to handle these great food crops. On this point is the following from the official Annals of the Argentina Rural Society, the organization through which the government conducts its most practical work: "The area of land suitable for agriculture that has not yet been cultivated is estimated at about 295,000,000 acres, nearly all of it beyond the zone of influence of the railways, a circumstance that makes it commercially unsuitable for agricultural enterprise. At a distance greater than 15 miles from a railway station, the cartage of the produce becomes so great and is accompanied by so many difficulties that all profit disappears.

"The shipping ports that at present serve for the export trade, and have a capacity of 45,000,000 tons, are in a state of congestion, so we can imagine the proportions they will acquire later on. All the enormous production of Argentina has to find an outlet through the ports already open or about to be opened, between Santa Fe and Puerto Gallegos, concentrated at present in those of Rosario, Buenos Aires, La Plata, Bahia Blanca, and the secondary ones being formed along the Atlantic coast. The actual policy as to

railways and ports is, in our opinion, the most beneficial that the government could follow."

EXTORTIONATE PRICES FOR BAGS. For various reasons the wheat season of 1912-13 was especially aggravating to the "man in the country"—that is, the producer and the small buyer. The wheat harvest was one of the largest on record—six and a half million tons—but it was slow in moving to the seaboard. December happened to be a month of rather unusual rains, and in January, when the farmers endeavored to buy the bags in which to send grain to market, they found that they had been cornered by a syndicate. Shippers charged that the bags had been exported to Brazil in large quantities for the purpose of raising the price. At all events, it was found that the manufacturers were able easily to supply the demand when the farmers and shippers evinced a willingness to pay the advanced price caused by the enforced scarcity of the bags.

Complaints were not only made of the high price of bags, but of the method of selling them. It appears that some were sold to farmers for 32 cents apiece on condition that they should be included in the weight of the grain. Each bag weighs about 350 grammes, or three-fourths of a pound, and as wheat was worth 7½ cents a kilo (two and a fifth pounds) and oats 4½ cents, the price of each full bag was thus reduced 2½ cents. When the grain was shipped in bulk the bags were again sold for 25 cents each. In this transaction the person who first sold the bags and then bought the grain made 35 cents profit per fanega (about a bushel) on the bags alone. The farmers claimed that the bags should not be included in the weight, but be paid for extra if not returned to the farmer. The season of 1913 was the first that this condition had been imposed, and the large amount of grain that was shipped in bulk made it very profitable for the merchants and correspondingly hard for the farmers. By this plan they are obliged to buy their bags twice, instead of having the use of them a second time, and it has gone far toward disgusting them with the entire bag system. They will be the more anxious to welcome any system of warehouse, or elevators, which shall enable them to bring their grain in bulk to a safe deposit and one not monopolized by either the brokers (middlemen), or exporting firms.

THE BROKERS are the go-betweens who get their commissions partly from the farmers and partly from the exporters, but there is always more or less friction between them and this year occurred an open rupture. The prime cause of the trouble was that the brokers desired to extend their operations to the grain zone north of Rosario, of which the port of Santa Fe is the center. The exporters, who had monopolized that field, refused them the privilege, and the brokers of Rosario thereupon cut all relations with four of the principal exporting houses, establishing a commission house in Santa Fe and a branch at Bahia Blanca. The exporters have the field in Buenos Aires, and as they have the most financial backing will probably win all along the line. The farmers are between the two fires, and are particularly concerned that they, and their local representatives in the country, shall have a fair field in the storage and transportation privileges.

THE CEREAL DEPOSIT COMPANY was formed in 1911 to operate the grain warehouses mentioned as lying along the railroads, chiefly in the Bahia Blanca district. Most of them were built and owned by the Buenos Aires & Pacific Railroad whose trunk line extends across Argentina through the Andes to the Chilean railway, with a southern



Buenos Aires Water Front Warehouses, for Transfer of Grain and Commodities from Car to Ship.

extension into the great grain fields tributary to Bahia Blanca. All of these smaller grain warehouses, "out in the country," were rented to the Cereal Deposit Company, against the general protests of the farmers and country dealers in cereals, who feared that they would be unable to make fair use of these warehouses which would be controlled and monopolized by the large exporting firms.

The "camp" dealer in grain is even more concerned in this out-of-town warehouse movement than the producer, who often sells his grain on the farm, or, avoiding any middleman, direct to the exporter. The business of the small "camp" dealers, known in Argentina as *acopiadores*, or "gatherers," therefore largely depends upon such control of these wayside warehouses as shall enable them to have sufficient facilities to store such grain as they may purchase from the farmers of their neighborhoods. As a rule, the farmer does not choose to put his grain in storage. He wants his money as soon as he has harvested his crop both to pay the incurred expenses and to meet personal or family demands. Often, also, the *acopiador* has advanced him money during the year. Some of these country dealers have their own warehouses, but the majority have not, and they were therefore somewhat nervous when they saw the entire system pass into the hands of the Cereal Deposit Company, which was understood to be backed by the exporters, if not an actual combination of them. The farmers who had been chiefly dealing with the small camp firms naturally sided with them in taking this view of the transfer.

The Cereal Deposit Company has introduced one reform in the country grain business which has tended to allay opposition to its control of the camp warehouses; that is, the issuing of certificates, or warehouse receipts, negotiable at various local banks which advance money to the *acopiador* and thus enable him to extend his operations. The railway companies had always refused to adopt this custom.

The Cereal Deposit Company has not been formally dissolved, but I look to see it fade away if the branch of the Societe Universelle des Elevateurs known as the Sociedad Argentina de Elevadores really takes the field in a practical way. For several years the leading railroads of Argentina, particularly the Great Southern, which taps the richest wheat country of the republic, have been sending experts to the United States, with Chicago as their headquarters, to examine and report upon the elevator system of this country. This custom has borne fruit not only in the erection of several mammoth modern plants at Rosario, Bahia Blanca and elsewhere, but in the determination to lay the foundation of a system which shall embrace country as well as terminal elevators. The statement is therefore not surprising that American capital is interested in the international elevator scheme, and that American engineers and American machinery are to be most prominent in promoting it in Argentina.

THE TERMINAL ELEVATORS are large and up-to-date. They handle cereals according to the best American methods; nowhere excelled,—illustrating the fact that Argentina has changed somewhat in the handling of grain from the antiquated methods prevalent in Biblical days. American style of grain elevators are to be found in Buenos Aires, Bahia Blanca, Rosario and even Santa Fe, the two last named being great ports of shipment, with fine harbors, on the Parana river, and tributary to the national capital and metropolis at the mouth of the Rio de la Plata. Buenos Aires has nearly a million and a half of people; Rosario, the second city, two hundred thousand; La Plata, the magnificent provincial capital, south of Buenos Aires, one hundred

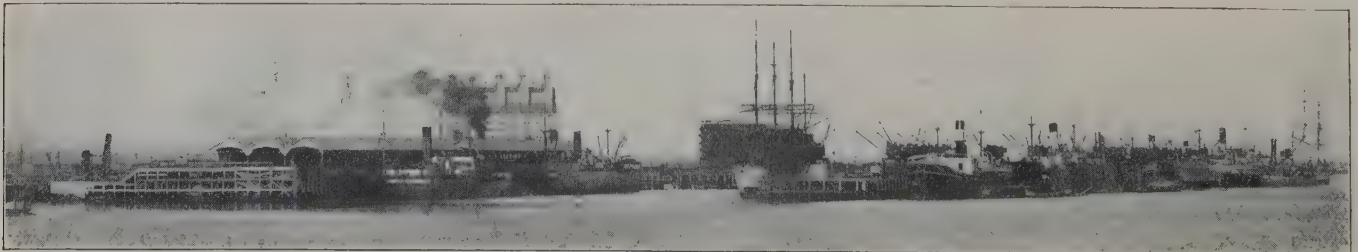
thousand; Bahia Blanca, not far from ninety, and Santa Fe about forty thousand.

The Great Southern shares with the Central Argentine Railway the most important means provided for the transportation and handling of Argentina's grain which surges through these ports to Europe. The Southern covers the richest cereal fields of the republic with a network of lines, handling yearly 23,000,000 passengers and 7,000,000 tons of freight. The freight chiefly consists of grain and the passengers of harvest workers from Italy, Spain, Russia, Turkey, England, Canada, the States and the world at large. During the busy seasons they swarm to their fields of labor, over the Southern, Central, Western and Buenos Aires & Pacific lines, leaving Buenos Aires at the rate of three or four thousand daily. The Great Southern Railway Company has its own fleet of steamers for the transport of coal and other material, and a controlling interest in the Buenos Aires Southern Dock Company, the basin of which has accommodation for twenty ocean steamers. The moles on either side are equipped with electrical machinery for the rapid transfer of grain and other goods from cars to ocean craft, or for their storage in the great warehouses along the docks. The Southern Railway Company also operates the government lines in connection with the port of La Plata, which it controls jointly with the Buenos Aires Western and the La Plata Moles and Deposits Company.

At Bahia Blanca the Southern owns a large steel mole and grain wharf, both of which are equipped with large electrical cranes and other machinery for loading and discharging, with accommodations for some fifteen ocean steamers. Besides, it has two grain elevators, at which eight additional ships can be accommodated, each with an additional loading capacity of 12,000 tons daily.

The Great Southern was the pioneer power of Argentina to inaugurate the policy of port-building, a plan which was followed by other railroads and by both the provincial and national governments. Nearly thirty years ago it constructed the first substantial docks on the southern bank of the Riachuelo, Buenos Aires, long before the national government awoke to the need of such facilities. Such improvements have never ceased. They led the way to the vast system of docks, moles and basins which stretch for three and a half miles along the Rio de la Plata. The most imposing part of the system is the array of docks, basins and warehouses known as the Puerto Madero, developed for the army of ocean steamers which closely line the river front. Anywhere from thirty to forty-thousand vessels enter the harbor of Buenos Aires every year. The port of Riachuelo, conceived and still controlled by the Great Southern, is reserved for the sailing vessels and barges. The docks in this section of the water front are provided with both steam and electrical machinery for discharging and loading vessels, and have several large grain elevators on the banks of Riachuelo is also the huge four-story building of the Central Produce Market, constructed of iron and roofed with glass. This is the center of the produce trade of Argentina and a favorite meeting places for its wool and cereal growers.

BAHIA BLANCA.—Soon after the building of the first docks at Riachuelo, the Great Southern commenced operations at the port of Ingeniero White, near Bahia Blanca. There, as at Buenos Aires, the original intention was to provide dock room for the coal and building materials which the company required in the operation and extension of its lines. But the scope of the work expanded with the development of the back country, and the noted port of Ingeniero White, which has given Bahia Blanca the name of



The Water Front at Bahia Blanca, Argentina.

the Liverpool of the South, represents an expenditure of \$10,000,000 gold. The docks for ocean steamers are not far from a mile in length, with minor accommodations for coasting vessels and barges. Four or five hundred ocean ships dock annually at this port, and many acres are covered by the sheds, warehouses and elevators, equipped with the latest loading belts, cranes and other machinery especially adapted to the handling of grain. Each of the two elevators at the port of Ingeniero White has a capacity of 26,000 tons which, in the harvest and shipping seasons, is utilized to the limit. For the benefit of those journals which hold that all of Argentina is very primitive and awkward, when it comes to handling grain, I want to mention that not a hundred years ago one of these sizeable ocean freighters which dock at the port of Ingeniero White was loaded with 5,181 tons of cereals in 6 hours and 20 minutes.

THE NORTHERN GRAIN FIELDS of the republic are tapped by the Central Argentine Railway. Its system being also fed by the large quantities of wheat and other cereals which come over the connecting lines controlled by the provincial governments of Cordoba and Santa Fe. Its yearly passenger traffic is considerably less than that of the Great Southern, but its tonnage of freight, nearly 7,000,000, is about equal to that which goes over the Southern system.

The bulk of cereals transported over the northern lines is considerably less than that shipped by way of the Great Southern, amounting in 1911 to about 2,600,000 tons of corn, wheat and linseed. The freight of the Central is much more diversified than that of the Great Southern, and many of the shipments of cereals which come from the northern zone are diverted to the ports of Rosario and Santa Fe and come down the Parana river in barges and lighters to Buenos Aires, or pass out into the Atlantic with the larger ocean craft.

Among the most important of these feeders of the trunk lines, which also contribute to the growth of Rosario and Santa Fe as the leading primary shipping ports of the interior, are what have been known for more than thirty years as the French Railways. The early French colonists established the first system of roads in Santa Fe province, extended it, and were finally recognized by the government, and the flourishing roads of that part of the country are still controlled by French stockholders and officers, with headquarters in Paris.

ROSARIO to all intents and purposes is a French creation, although, of course, English and other foreign capital has gone into its building. The French roads have made both Santa Fe and Rosario. The latter is already practically seaport, as ships of the largest tonnage can anchor at the city wharves, and Santa Fe, north of the larger city, is being provided with a fine harbor through the combined efforts of the government and the railroads. Rosario has its modern elevators for the storage and handling of grain,

as have the southern grain centers on the seashore, Bahia Blanca and Buenos Aires. The railroads own some of the largest, although by no means all elevators.

The port of Rosario is under the management and ownership of a corporation called the Sociedad del Puerto del Rosario, and the works, or installations, comprise nearly three miles of wharves; a parallel canal; fifty miles of triple-line railway connecting the docks with the various railroad systems; numerous warehouses of stone and iron sheeting; grain elevators; locomotive sheds and buildings for Customs House, Public Works and other government officials; fifty or more steam and electric cranes and one floating crane; numerous 40-pulley electric capstans; thirty electric motor wagons for loading grain either in bags or bulk; a dozen locomotives, and electrical plant and appliances for the lighting of the buildings, buoys and the port at large. One of the last marked improvements at the port of Rosario was the building of a line which connected the government docks and those of the Central Argentine Railway Company.

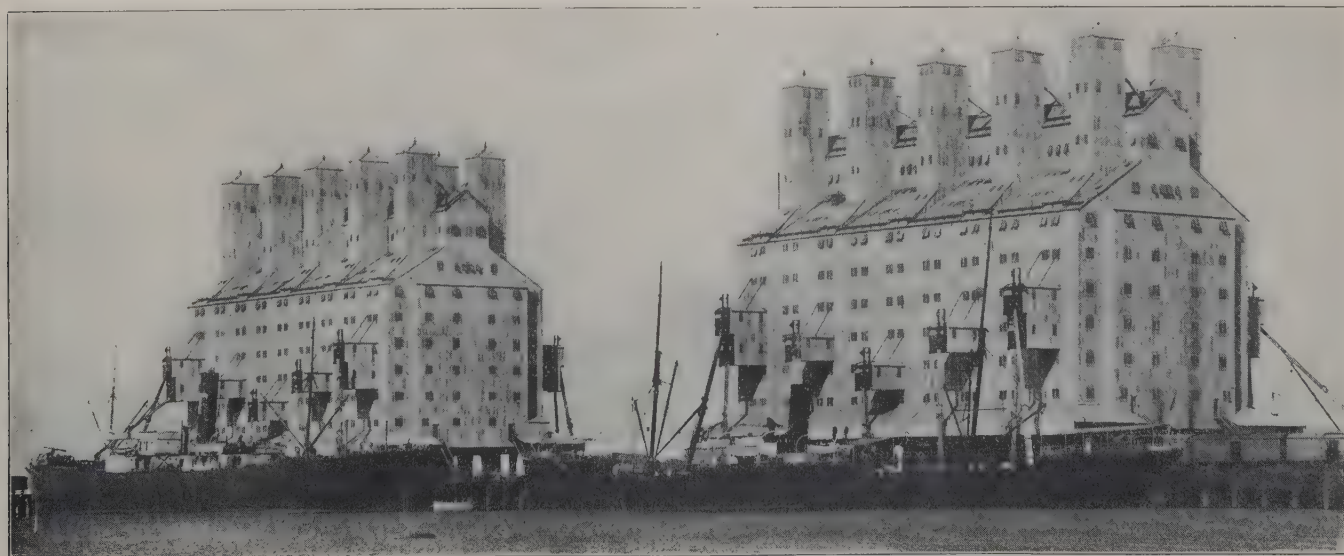
THE PORT CHARGES current in Argentina covering dues for dockage and use of elevators in port, figured on the daily basis (for every ten tons or fraction) and on that of 100 kilos (220 pounds); the money value is in gold, follow:

For every ten tons register, or fraction, per day: (a) For vessels that occupy space at moles \$0.10; (b) no space available, for vessels loading and unloading in the port, \$0.05; (c) vessels solely employed in the coasting trade under that national flag, \$0.025.

Use of elevators in port (per day, for every ten tons register, or fraction): (1) Take from wagons (cars) bag, pass through elevator, weigh and ship (10 days' deposit free), \$0.0528; (2) take from wagons, bag, pass through elevator, weigh and deposit (10 days' deposit free), \$0.0308; (3) weigh, bag and ship, \$0.0220; (4) clean and reweigh, \$0.0220; (5) for machine ventilating, \$0.0132; (6) to mix and ventilate, \$0.0132; (7) weigh and deposit, \$0.0132.

Wheat, linseed, birdseed, turnip seed, etc. (per 100 kilos, 250 pounds): (1) Take from wagons, bag, pass through elevator, weigh and ship, \$0.066; (2) take from wagons, bag, pass through elevator, weigh and deposit (10 days' deposit free), \$0.0394; (3) weigh, bag and ship, \$0.0264; (4) grain in bulk, taken from wagon and delivered in depositor's bags, \$0.0594; (5) for shipping grain in bulk, \$0.0506; (6) to clean and reweigh, \$0.044; (7) for machine ventilating, \$0.022; (8) to mix and ventilate, \$0.0132.

THE FUTURES EXCHANGE.—Dealers in grain throughout Argentina—farmer, broker, *acopiador*, miller and exporter—are all interested in its financial as well as its mechanical manipulation, and each contributes his special views as to the proper methods of regulating prices through co-operative organizations. Years ago the States went through the same mills which in Argentina are now grinding out grain exchanges and cereal grades. Brokers are



New Mole and Elevators at Port of Ingeniero-White, near Bahia Blanca.

there bucking the exporters, and farmers are combining against the millers and the exporters. The producer does not wish to bind himself to sell at a fixed future price, and the exporter and miller, who must contract for large quantities of cereals months ahead, desire above all things to have some basis upon which to gauge future purchases.

A corn exchange for trading in grain actually in hand had long been in operation, but it was not until the close of 1909 that the Futures Exchange was opened in Buenos Aires and a space allotted to it in the great hall of the Exchange, or Bolsa, on the Plaza Victoria. The Bolsa is lined up with the National Bank and the Cathedral, and should be kept in good order. But, as stated by a local publication, much opposition was offered to the foundation of the Futures Exchange. Prophecy was rife that it would fall entirely under the control of the export monopolists, and thus but aggravate the evil it was intended to combat. Up to the present, however, its influence appears to have been beneficial and its transactions entirely legitimate.

"To the milling industry it is a concrete benefit. Before it came into existence millers had no means of being sure of the prices at which they might get the grain for flour. The conditions of their business necessitated their entering into contracts for periodical delivery of fixed quantities of flour at fixed prices. These undertakings had become almost unbearably speculative for the millers (themselves bound down) had no exact means of forecasting the prices at which they would have to buy grain. Now, they are able to buy for such future dates as suits their needs. As yet, dealers in the futures market confine their business to the making of engagements which they expect to be called on to fulfill by actual delivery on the dates specified. Already the linseed growers have been directly and notably benefited by a rise of prices. The growers have demanded and, perforce, obtained their share of the benefit of this rise. This will probably become the practice in relation to all crops once sufficient deposit granaries are available. The future market has already a complete system of telegraphic information from all foreign markets. Its chief present need is of as complete, accurate and constant means of information of the conditions of the various crops in all parts of the republic as is possessed by the members of the grain ring. To meet this want expert, reliable men must be permanently stationed in all the grain producing centres; otherwise, at times of real or feared failure, the market is liable to be exposed to an atmosphere of rumors impossible of confirmation or denial. Such a condition gives field for vast speculation and consequent panic which it is the endeavor of the futures market to avoid by all possible means. The futures market is under the direct control of a committee of men of good standing and repute, and is ultimately subject to the supervision of the National Government."

THAT THE BUILDING INTERESTS of Argentina are most worthy of consideration from any standpoint is beyond question, especially when the figures relating to the manufacture and export of flour are digested. The country ceased to import flour in 1895 and since that year its manufacture has steadily increased. That was also the first year of exports, which amounted to 53,000 tons, of which Brazil took over 46,000. For the last ten years the exports of flour have varied from 100,000 to 150,000 tons, and Brazil has always consumed most of the surplus—all the way from 71 to 96 per cent. More than 320 mills are operating in Argentina, and they have a daily producing capacity of nearly 9,500,000 pounds; over 70

per cent of that capacity is centered in the provinces of Buenos Aires and Santa Fe.

It is claimed that the members of the so-called "grain ring"—the half a dozen exporting firms who buy the bulk of the country's cereals—have more complete and accurate sources of information than even the Futures Exchange and that they still, in a way, control the market instead of the prices being fixed by the army of producers, brokers and smaller buyers, which has no compact organization and systematized staff of correspondents. This inequality of information between seller and buyer was attempted to be remedied by the Argentine Rural Society, which suggested that daily telegraphic reports from the Bolsa Grain Exchange be posted on bulletin boards at all the railway stations. It was a good idea, but the railroads refused to undertake the expense gratuitously, especially as their telegraph lines were to be called into requisition at the seasons when they would be fully occupied with business which paid.

THE GRAIN EXPORTERS are accustomed to fix upon the 25th of January, the 23rd or February and the 25th of March as dates for buying. They receive advice beforehand of the exact quantity of grain that remains on which the price has not already been fixed and in this way each firm has the opportunity of purchasing thirty, fifty or eighty thousand tons of "futures" within six or seven days. This information is immediately telegraphed to the chief importing houses in Europe with a consequent effect on the market prices. For two years there was quite a wide-spread combination of the farmers against the "futures" both of the exchange and the ring, but 1912 saw the system reintroduced on a larger scale than ever and there was a considerable fall of prices along about January 25th and at the other crucial dates.

Upon one point they are all agreed—the necessity for a uniform grading of cereals. As there seems to be a greater variation of wheat than of the other grains, that cereal has received the most attention from the Agricultural Department and the grain interests of the country. It is generally recognized that a uniform classification is absolutely necessary in order to hold the export trade against the active competition of such countries as the United States, Russia, Canada and Australia. The Argentine director general of agriculture, assisted by leading grain exchanges, merchants and exporters, is therefore deep in such a classification. That official has applied to all exporters to send samples of their shipments not to exceed 400 grammes in special envelopes prepared by the department. The samples are to be selected from each thousand bags, and these will be mixed and classified by experts. The types obtained and finally announced, will be sent to the different producing zones, to Argentine consuls abroad, to consuming markets, to exhibitions and all interested in the classification. Heretofore a broad commercial division has been made of Argentina wheat, based on its geographical belts of production, and popularly known as the Rosario (northern), Buenos Aires (central), Bahia Blanca (Southern) and Pacific (Western) types.

All of which goes to prove that although Argentina has not yet had the time to develop her elevator service, expand her transportation facilities, and regulate her grain trade in all its details, she is by no means in the primitive stages of any of these movements.

THE WISCONSIN record of corn was made this year by Paul Kouchnick of Eden, who grew 133 bus. 39 lbs. on a single acre, breaking the previous state record of 127 bus.

CHICAGO achieved a new record in corn receipts during the crop year ending Dec. 1, when 127,218,000 bus. arrived, compared with 124,420,000 bus. received in the 12 months ending November, 1907, the previous high record.



Grain Aboard Cars Ready to Pull Out for Buenos Aires.

MEASURE OF DAMAGES FOR Delivery of Worthless Seed.

The Court of Civil Appeals of Texas in a decision given Nov. 8 held that when inferior seed is furnished the buyer can recover the difference between the value of the crop produced and that which would have been produced from the seed ordered.

M. N. Watson, a farmer of Hunt County, desired to sow six acres to turf

oats, and applied for the seed to I. Jacobs, a merchant of Wolfe City, who stated that he did not handle turf oat seed but could obtain it from the Texas Seed & Floral Co. Watson ordered thru Jacobs 8 bus. of seed at \$1.50 per bu., but instead of turf oats, cheat seed was delivered, and Watson alleged that the land was damaged \$75, and he suffered a further loss of \$420, the value of the crop on the six acres at \$1 per bu. for 70 bus. per acre.

Watson brot suit against both. The Hunt County Court decided in favor of Jacobs and against the Seed & Floral Co., and the latter took an appeal from the judgment of \$175 against it, Judge Talbot of the Court of Appeals affirming the judgment against the company in the following opinion:

Measure of Damages.—It seems to be the settled law of this state, supported by the weight of authority in other jurisdictions, that the injured party in a case of this character may recover the difference between the value of the crop produced from the seed delivered and the value of the crop that would have been produced from the seed actually ordered. *Jones v. George*, 61 Tex. 345, 48 Am. Rep. 280; *American Warehouse Co. v. Ray*, 150 S. W. 763; *Brooks v. Davis*, 148 S. W., 1107.

According to the allegations of plaintiff's petition the damages he sustained by reason of the breach of the contract alleged was practically the full value of the crop that would have been grown had turf oat seed and not cheat seed been delivered, together with the reasonable value of the time and labor required to eliminate from the land the cheat which had grown thereon. The allegations are to the effect that the crop of cheat produced from the seed delivered was practically of no value, and that had turf oat seed been delivered he would have grown on the land sown about 70 bushels of oats to the acre of the value of \$1 per bushel.

According to the averments of the petition, the difference between the value of the crop produced and the value of the crop that would have been produced had turf oat seed been delivered instead of the cheat seed is practically the value of the crop that would have been grown from the oat seed had such seed been furnished in accordance with the contract of purchase. The allegations, however, do not present a case where no crop was planted or no crop whatever produced. The cheat seed delivered were sown and a crop of cheat was grown on the land and harvested.

Time and Labor Not Itemized.—That part of the petition in which it is charged that time and labor would be required to eliminate from the land the cheat grown thereon was not defective because not itemized. It was sufficient for the petition, in alleging damages to the land, to state that the reasonable value of the time and labor to remove the cheat from the soil and to prevent it from interfering with other crops to be grown was \$75.

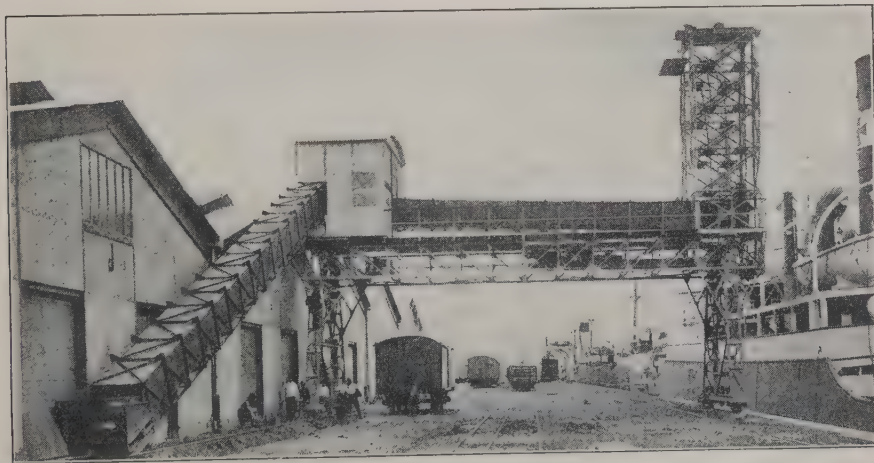
Liab as Principal.—The evidence, as we understand it, was sufficient to show that the seed was ordered by plaintiff from the defendant Texas Seed & Floral Co. thru I. Jacobs. The seed, it is true, were ordered in the name of Jacobs and billed to him, but Jacobs swore that he explained to the Texas Seed & Floral Co. at the time the seed were ordered that he was ordering them for a customer. Plaintiff in error's manager swore that his company was engaged in handling seed for planting purposes only, and that it always knew when an order came that the seed ordered were wanted for planting purposes. In a letter to I. Jacobs, dated June 5, 1912, the president of defendant Texas Seed & Floral Co. used the following language concerning this case: "After giving the matter careful consideration we believe that the man had a good feed crop, and he will find a good many oats in his field, and when we sold the oats to him the cheat was in the oats."

Local Dealer an Agent.—It is shown without dispute that the seed in question was ordered for the plaintiff Watson by the defendant Jacobs as the agent of Watson, and that the defendant Texas Seed & Floral Co. knew he was ordering the seed for a customer. It is clear that Jacobs was acting as the agent of the plaintiff in error in ordering the seed, and if it be admitted that plaintiff in error did not in fact know for whom the seed was ordered, yet the law is well settled, as we understand it, that if "one person is the agent of another, the latter, as to all matters falling within the scope of the agency, is entitled to the benefits and subject to the burdens of the act done and contracts made by the agent." Treating defendant Watson as an undisclosed principal in the transaction involved in this suit, he was entitled, under the facts, to recover.—160 S. W. Rep. 659.

"Some people like a green Christmas,
Some people want Christmas white.
Whichever kind you may favor,
May yours be merry and bright."



Transferring Bags of Wheat from Railway to Waterway at Bahia Blanca, Argentina.



Loading a Freighter at the Rosario Docks.



Elevator of the Argentine Central Railroad, Rosario.

[See Pages 930 to 934 for Descriptive Matter.]

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Need Not Sign Bs/L.

Grain Dealers Journal: Is the shipper compelled to sign the B/L? Can he do so under protest?—C. M. Co.

Ans.: Shipper is under no obligation to sign the B/L. Signing the B/L assists the carrier to hold the shipper down to a lower valuation in case of loss or damage.

What Is "Destination Weight?"

Grain Dealers Journal: Will readers of the Journal please give their opinion in Asked-Answered column on the following case? A sells B a car of wheat on "destination weights." The car was billed to where B ordered it. B sold the car to another dealer. The car was not weighed at first shipping point, but was weighed at last point, and showed a shortage. Does A or B lose the weight?—C. M. Elliott, Hamilton, O.

Illinois Warehouse Law.

Grain Dealers Journal: We would be pleased to know exactly what are the requirements of the country elevator man who stores grain for farmers under the new public utilities law. We want something to show to our farmer patrons.—Madden Bros., Del Rey, Ill.

Ans.: Warehousemen who store grain or other property for different owners and charge compensation for the service will be under the control of the Public Utilities Commission of Illinois after January 1st, and no doubt will be required to make frequent reports to the Commission of what they are doing. The Commission has not yet been organized, and consequently has not promulgated any rules or regulations for public warehousemen. Elevator men who store free of charge farmers' grain are not likely to be interfered with by the Commission.

Pay for Shortage in Car of Coal?

Grain Dealers Journal: My predecessor gave an order in October for a car of coal for future delivery and the car arrived recently billed to me at 40 tons.

I unloaded the car and weighed it carefully, finding it to be short 6 tons. I sent affidavits of the correctness of my weights and remitted for the actual coal received. Now the coal company is trying to persuade me to pay for coal I did not receive. Am I within my rights in refusing to pay for something I did not get?—G. E. S., Mgr. Farmers Elevator Co.

Ans.: It is the custom of the coal trade that sales are made on the basis of the weight at point of origin; and you will find in your contract and on the letterheads of the wholesale coal dealers such clauses as "Railroad weights must govern settlements," and "Mine weights govern settlements."

You must pay for the full 40 tons shown on B/L.

For the shortage of 6 tons you have a good claim against the railroad company, which you can collect if presented with affidavits of weights unloaded. Formerly the railroad companies paid no attention to these claims, but in the past few years many are being paid thru the activity of the coal dealers ass'ns.

H. L. Laird, sec'y Northwestern Coal

Dealers Ass'n, Lumber Exchange, Minneapolis, Minn., is collecting many of these claims for country coal dealers in your territory.

Who is to Blame for Delay?

Grain Dealers Journal: On Aug. 22nd we shipped a car of oats to Council Bluffs; we considered that the car should be on the market not later than the 24th or 25th. It was not sold until the 28th and in that time the market went down. We made claim for delay and the railway claimed that it took the car on the 23rd and was not to blame. We then took the matter up with our commission firm and it advised that the car was received on the 23rd, but the Inspection Department of the Omaha Grain Exchange could not locate the car until the 28th. This does not seem right. I wonder if any others have had that experience. What recourse do we have?—Yours truly, Farmers Elevator Co., E. S. Kreger, Mgr., Ralston, Iowa.

Ans.: Shipper was not to blame for the delay and should not suffer. If carrier misplaced car so inspectors did not find it, as is occasionally done, then it is clearly to blame and should be held liable to the shipper for the loss due to the delay.

Can Farmer Collect on One Contract and Ignore Other?

Grain Dealers Journal: On Oct. 16, 1913, I bot 1,200 bus. of corn at 52 cents per bu. from Sam Peterson for 60 days' delivery and on Dec. 16 I notified him that his delivery was due.

Instead of delivering the corn he hauled me 900 bus. of oats and on Dec. 18 he came down and demanded his money for the oats, and as he refused to deliver the 1,200 bus. of corn I refused to pay him the full amount for his oats until he made a settlement with me for the corn. On the day he refused to deliver there was a loss to me on this corn of 7 cents per bu.

I have a written contract with him and have his own signature, and two men standing by me will swear that it is correct.

Can he compel me to settle for his oats without settling with me for the corn on which I lost \$84, and he owed me this amount before he delivered the oats? He has already started suit against me. I am willing to settle with him after the loss of \$84 is taken out; but he wants the full amount for the oats.—Lars Aggergaard, Irene, S. D.

Ans.: The corn contract is good; but the amount of your damages on that breach of contract is not a definite, liquidated sum, and can only be determined by suit or agreement; hence the court will not permit you to plead it as a setoff or counterclaim in his suit against you. If in the corn contract he agreed to forfeit a stated sum you could plead it as a setoff; and of course if you had already brought suit against him on the contract and got judgment you could put your judgment against his.

As decided by the New Jersey Supreme Court in the case of Links v. Marriowe, 84 A. 1056, "Whether a claim is a setoff is to be determined by whether an action of indebitatus assumpsit will lie."

Again, in Fuller v. Pruitt, 157 S. W. 176, the Texas Court of Civil Appeals, held that "In an action for the price of lumber defendant cannot, under Rev. Stat. 1895, arts. 754, 755, prohibiting the pleading of unliquidated damages as a setoff to a demand certain, set up damages arising out of plaintiffs' breach of a contract for the sale of other lumber than that sued upon."

If you push your own claim on the corn contract the farmer will be forced to settle for less than the full amount of his oats sale; and if he becomes convinced that it is your intention to sue him he may be willing to compromise on a basis satisfactory to you. Accordingly it might persuade him to settle if you offered him the cash legal tender on both oats and corn, less your loss as you estimate it, as the sight of the real money may lead him to believe that "A bird in hand is worth two in the bush."

Is Carrier Liable?

Grain Dealers Journal: If a railroad agent who is also the manager of an elevator in his capacity as railroad agent instructs himself as manager for the elevator company to load cars that he knows are unfit for grain, is the railroad company legally responsible for losses sustained by leaky cars? It being understood, of course, that the railroad company thru its agent issued a bill of lading accepting the shipment.—Anxious.

To Dry or To Freeze Damp Corn?

Grain Dealers Journal: Which would be the more profitable, to buy a drier and dry this damp corn or to get a refrigerating plant and freeze it? Have the readers of the Grain Dealers Journal any suggestions to offer?—C. O. Barnhouse, Agosta, O.

Ans.: Freezing would do no good, because the corn would not stay frozen in this weather, and on thawing out it would heat. By moving the corn over and over again and applying air currents at different points much of the moisture would be removed. The only practicable way of freeing corn from moisture is by means of a drier.

Liability of Telegraf Company?

Grain Dealers Journal: An error in the closing C. N. D. quotations of June 3 whereby the July future was quoted to us at one cent less than it actually was resulted in our offering grain at one cent less than we should, and in our selling a number of cars on that basis.

Our claim against the Postal Telegraf Co. for loss caused by this error has been refused, the company stating that it is not responsible. Are the telegraf companies liable for errors which they make in their C. N. D. quotations? We would like to know if any dealer has had a similar experience and with what success the claim was handled.—E. T. Custenborder & Co., Sidney, O.

Ans.: The company can not by the printed clause in the application for service escape liability by declaring "The company will not be pecuniarily responsible for the accuracy of the reports, nor for errors, delays or omissions in the service," when such error is due to its own negligence.

A telegraf company can not by special contract restrict its liability for mistake in the delivery of a message.—Sherrill v. W. U. Tel. Co., 116 N. C. 655.

A case very similar is that of Turner v. Hawkeye Tel. Co., reported in 41 Iowa 558: "When a telegraf company contracts to deliver market reports, it binds itself to procure and furnish correct reports and is responsible for the loss occasioned by any mistake in them."

The company no doubt had notice or knowledge that its C. N. D. quotations were used as the basis for commercial transactions, and was therefore bound to exercise due care to transmit the figures correctly.

BALTIMORE on Dec. 4 sent a strong delegation to Washington to protest against the provision in the agricultural appropriation bill establishing the government corn grades. The Baltimore Chamber of Commerce maintains that these grades, if authorized by Congress, will enforce a moisture test which is not demanded either by the markets in Europe or by the farmers, and that the proposed grades will work an unnecessary hardship upon the producers, exporters, and buyers. The Chamber com'ite will attempt to line up Maryland's congressmen to oppose the tentative grades. The com'ite is composed of T. Murray Maynard, chairman, J. Barry Mahool, Joseph Reynolds, J. C. Vincent, and E. F. Richards.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Landlord Can Not Discriminate Against Grain Buyer.

Grain Dealers Journal: The Iowa landlord's lien law is a bulwark of protection for the landlord. It seems that even if the tenant gets advance money and does not have his rent paid, the landlord can get all his money and make the dealer pay twice for the grain he gets.

It might be of some help to brother dealers to know that we saved ourselves at one time by discovering that a landlord had exempted one load of corn from the operation of his lien by letting the tenant sell it and pay a debt. The court ruled that we could not be discriminated against and so we did not have to pay twice for our grain.—C. E. & Co., Osceola, Ia.

Imports of Canadian Barley for Malting Not Expected.

Grain Dealers Journal: The fifteen cent duty on barley from Canada has not affected the barley trade in the least, as there is still considerable difference between values even with present reduction in duty. Where the uneasiness lay most heavily was with the barley producers of the northwest who were skeptical as to what the effect might be and this may have caused heavier marketing of their product so far this season. The low germinating qualities of Canadian barley eliminate it from general use on the part of the maltster. Should barley values take an up-turn to any great extent, Canada would be in a position to ship its barley to this country. This would have a decided tendency to keep feed values lower and naturally would affect the price of malting barley. Yours very truly, J. H. Pank, Minneapolis, Minn.

Cause of Hot Oats.

Grain Dealers Journal: The writer read in the Journal recently an article on HOT OATS discovered in an Illinois Elevator.

I might suggest a cause and possibly a remedy of such a misfortune to elevator interests.

In the first place I have found, from personal observation, that many oats are not fully matured or cured, lacking the dry golden glow. Dirt and other foreign matter such as seeds and rag weed (the latter containing considerable heat) would naturally cause combustion more particularly so if stored in a damp elevator.

This product should be subject to greater sanitary methods, sterilization and thorough cleaning before it is received into the elevator.

It rather proves that there is more heat in oats for feeding purposes than wheat and less expensive—let the hog producer try it.—B. F. Wilson, Pittsburg, Pa.

Irregular Buyers Pay More than Market Warrants.

Grain Dealers Journal: A question that arises and is asked every day by our farmers is "Why do individual buyers bid more for grain on the daily market than the regular grain dealer?" This question is of interest to other grain dealers like ourselves that do not make a business of storing grain but make quick shipment.

The farmer trade does not stop to think about it but the reason is that the individual who buys on track does not have any equipment to keep up, no manager's salary to pay and no daily help to pay for, nor any of the other expenses that must be borne by the regular grain dealer who stands ready to buy every day in the year.—DeWitt DeForest, mgr. Rio Grain Co., Rio, Ill.

Imports of Canadian Barley Will Depress U. S. Prices.

Grain Dealers Journal: The actual amount of Canadian barley which has come across the border has not been sufficient to cause any material change in prices on this side, but it did change the sentiment. It made our maltsters feel certain that high prices this year would not obtain, as in case of any material advance above 75c for good barley, the price would draw heavy shipments from Canada. It is our opinion that this effect will be more or less lasting as the acreage in Canada will increase each year and the quality of their crop is also becoming more mellow. As the facilities improve for turning Canadian barley in this direction, the possibility of high prices as we had in 1910 and 1911 would seem to be very remote.

Practically the same thing could be said of oats. Both oats and barley are domestic propositions. In regard to wheat, it is a world's proposition and will be effected by world conditions.—Yours truly, M. G. Rankin & Co., Milwaukee, Wis.

Loss in Dealing with Tenants.

Grain Dealers Journal: I have had the same experience as "R. L. J." reports in the Journal Dec. 10, page 848, in dealing with dishonest farmers.

I found out that the dealer can do nothing but sue, and if the tenant is judgment proof the dealer has \$50 worth of experience. If the farmer sells and delivers the grain to some other dealer the first dealer still has only the right to sue.

If the tenant fails to pay his rent the landlord can beat the grain man every time.

We had a case where we bot 1,500 bus. corn at 40 cents on a written contract for 10 days' delivery. The farmer put off hauling and continual extensions of time were given at his request. Finally he sold us 1,000 bus. more at 50 cents, also by written contract. He then commenced delivering corn and we applied what he hauled on his old contract. After he had hauled a few days he wanted some money and the amount he got over drew his account, and on learning that by applying the grain on the old contract the sum would not amount to what he drew, he declared that the old contract was "no good", and that it was expired.

He refused to deliver on the old contract and we brot suit. We lost in the courts and the farmer made us take and pay for the corn on the highest priced contract. The old contract was declared no good. It cost us \$125 to learn that

what is fair and equitable does not always hold good in the courts. We had a lawsuit one time over \$150 and it cost us \$2,700 to win the case. We wont spend this much looking for \$150.—M. R.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A. T. & S. F. 34565 passed thru Pana, Ill., Dec. 20, leaking oats at corner post.—G. F. Barrett.

N. P. 48103 passed thru Tuttle, N. D., Dec. 18, leaking wheat over drawbar.—Gus J. Lybeck.

E. & T. H. 4109 passed thru Sycamore, Ill., Dec. 15, leaking barley badly at end.—W. F. Murphy, Great Western Grain Co.

I. C. 45731 eastbound, reached Fonda, Ia., Dec. 15, leaking yellow corn at end of car near floor. Repaired by us.—E. H. Tiedeman, Tiedeman, Elvtr. Co.

I. C. 40060 was transferred Dec. 15, to G. T. P. 301582 in C. M. & St. P. yards at Freeport, Ill., owing to end of car being stove in. Car was loaded with oats but did not learn the destination or point of origin.—A. Young, sec'y B. P. Hill Grain Co.

..... 24262 was set out at Jewell, Ia., Dec. 13, with doorpost broken at top, side badly bulged.—C. B. Martin, mgr. Farmers Elvtr. Co.

L. V. 84434, originating at Farmers Elvtr., Storm Lake, Ia., in night local, southbound, Dec. 13, arrived at Juniata, Ia., leaking yellow corn badly at broken doorpost. Train men tried to stop leak with a sack.—G. J. S.

C. M. P. S. 202120 passed thru Ladd, Ill., Dec. 11, leaking rye badly at drawbar.—R. E. Andrews.

C. M. & St. P. 203381 originating at Varena, Ia., loaded with yellow corn, passed thru Farlin, Ia., Dec. 11, southbound, with one car door open.—G. J. S.

C. & N. W. 83832 passed thru Celina, O., via C. N., southbound, Dec. 5, leaking badly at doors.—E. M. Dull, mgr. Model Mfg. Co.

C., M. & St. P. 15866 loaded with mixed corn, Dec. 5, got off track in Hartley, Ia., yards, end of car was knocked out, and 200 to 300 bus. spilled over siding.—C. H. Betts.

C., M. & St. P. 47748 in the mix-up, was seen Dec. 5, at Hartley, Ia., leaking wheat a little over the wheels at side of car.—C. H. Betts.

P. R. R. 53273 was seen at Hartley, Ia., Dec. 5, a trifle sprung at side and a little wheat ran out. I fixed this car by stuffing in a sack and nailing.—C. H. Betts.

C., R. I. & P. 52098 passed thru Modale, Ia., southbound, Dec. 3, leaking yellow corn badly at drawbar; seal 4727. Train men tried to repair.—W. M. Sharpnack, of Sharpnack & Co.

O.-W. R. R. & N. 7059, eastbound, was set out at German Valley, Ill., Dec. 1, with drawbar pulled out. According to level of corn in car, it lost from 50 bus. to 60 bus. new yellow corn; perhaps 2/3 was gathered up by section crew who worked all day repairing car so that it could be pulled by rear of train; other end of car very weak and leaking also.—T. J. Cordes, mgr. H. A. Hillmer Co.

"I gather the peace of the silent spaces, and let it fall, drop by drop, into the hearts of men. Then, for a season, strife ceases, men turn one to another in cheerful helpfulness, the hungry are fed and the naked clothed, because the Spirit of Christmas finds some place for lodgment in the heart of every man."

Crop Movement

CALIFORNIA.

San Francisco, Cal.—The following grain remained in this state Dec. 1: Wheat 1,265,360 centals; barley, 3,922,660; oats, 280,180; corn, 104,040; rye, 6,960, and 806,142 bags of beans; compared with 1,876,620 centals of wheat; 5,497,520 of barley; 386,460 of oats; 34,560 of rye, and 1,351,782 sacks of beans remaining in the state Dec. 1, 1912.—T. C. Friedlander, sec'y com'mite on grain, Chamber of Commerce.

CANADA.

Toronto, Ont., Nov. 1.—Threshing completed; considerable wheat and other grains marketed and more will come in when sleighing starts. At present prices, however, most of the grain will be ground and chopped for feed.—W. O. Gallaway, sec'y Ontario Dept. of Agriculture.

Moose Jaw, Sask., Dec. 8.—Weather cool and bright without snow; lowest 4 above zero; fine weather for farm work; movement of grain heavy and railway service exceptionally good. Fully 65% of grain out of farmers hands; little old grade wheat; 75% has graded No. 1 Nor.—John T. Snodgrass.

ILLINOIS.

Alexis, Ill., Dec. 22.—Little corn to handle in this country.—Ed Mezger.

New Berlin, Ill., Dec. 9.—Just beginning to take in new corn.—Chas. R. Taylor, mgr. Farmers Grain Co.

Norwood, Ill., Dec. 19.—Farmers will buy corn to feed stock.—W. D. McReynolds, mgr. Ed. Mezger Co.

Mason City, Ill., Dec. 19.—Farmers are not anxious to sell at present prices; very little old corn back.—J. A. McCreery.

Plainfield, Ill., Dec. 11.—Just starting to move new corn. If price continues high quite a bit will be moved this winter.—J. A. Henebry, mgr., Plainfield Grn. Co.

Manito, Ill., Dec. 17.—No corn except ear corn being marketed; not one bu. shelled corn has been delivered in market; many farmers have not enuf for feed.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Van Orin, Ill., Dec. 20.—Not much corn moving this month; will next month; 25% oats in farmers hands; quite a lot of old corn here yet; one firm shipping ear corn to Missouri.—H. G. Stauffer, mgr. Farmers Elvtr. & Sply. Co.

Clare, Ill., Dec. 18.—Eighty per cent of the new corn is in farmers hands. Much corn is now moving from this place to Chicago; and offers of 60 cents to farmers will move it. Forty per cent of the oats left to move.—J. M. Brennan.

INDIANA.

Monticello, Ind., Dec. 19.—Corn moving freely.—Loughry Bros. Mlg. & Grain Co.

New Palestine, Ind., Dec. 18.—Farmers have gathered all corn.—J. W. Waltz & Co.

Evansville, Ind., Dec. 20.—Getting lots of corn; poor quality.—Chas. Broeker & Co.

Odon, Ind., Dec. 16.—Farmers holding most old corn; not much fit for market.—Odon Milling Co.

Newberry, Ind., Dec. 10.—We are taking grain at our new elvtr. Corn coming in good.—M. E. Hinman.

Thornton, Ind., Dec. 23.—We need weather to dry corn so it can be handled to advantage.—Stall & McCorkle.

Columbus, Ind., Dec. 22.—Cold weather has improved corn condition and stimulated receipts; corn has been sappy; little marketed; too wet to sell.—C. L.

IOWA.

Holstein, Ia., Dec. 9.—Corn selling at 60c.—Allen Joslin.

Ida Grove, Ia., Dec. 12.—Corn movement in full force.—G. M. Good.

Redfield, Ia., Dec. 10.—Will have practically no corn to ship out; all will be fed.—G. W. Armfield.

Creston, Ia., Dec. 22.—No corn is moving to market on account of snow being 6 inches deep.—S.

Ida Grove, Ia., Dec. 12.—Do not ship much corn on account of so much being fed.—C. C. Crawford.

Grundy Center, Ia., Dec. 15.—Corn shelling stopped on account of prices going lower.—E. E. Billings.

Hinton, Ia., Dec. 17.—About 70% corn already moved.—P. P. Wermerskirchen, agt. Edmonds-Londergan Co.

Waukegan, Ia., Dec. 10.—Shipped 2 cars of corn which tested 18½% moisture.—E. E. Ozbun, mgr. Farmers Elvtr. Co.

Sioux City, Ia., Dec. 15.—Corn movement not heavy; farmers want more money; paying 56c to 58c.—Paul Larson, supt. Nebraska Lines, Anchor Grain Co.

Inwood, Ia., Dec. 11.—Thirty-four cars of corn were shipped from this station last week, car shortage preventing further shipments. Much corn ready to go out.

Fort Dodge, Ia., Dec. 10.—The first new corn from this county was received today by the Quaker Oats Co. Long siege of wet weather has made shelling impossible and corn movement is late.

Storm Lake, Ia., Dec. 13.—Movement of corn in full force; dealers paying 56c. Cars are scarce and may elvtrs. threatened with complete tieup on account of the shortage. Dealers in surrounding territory have quit taking in corn on account of fear of heating.—S.

KANSAS.

Huron, Kan., Dec. 18.—Corn and oats being shipped in for feed.—A. F. Allen.

Wichita, Kan., Dec. 17.—Large quantity of new corn arriving at this market from Minnesota, Iowa and South Dakota.

Home, Kan., Dec. 18.—Will not be a single car corn shipped from here until another crop is raised.—E. N. Bailey & Co.

KENTUCKY.

Trenton, Ky., Dec. 20.—Grain all out of farmers hands.—Trenton Milling Co.

LOUISIANA.

New Orleans, La., Dec. 17.—It is reported that a shipment of 175,000 bus. Argentine corn will arrive at this market by Dec. 20.

MICHIGAN.

Lapeer, Mich., Dec. 19.—Not much grain moving; 70% beans marketed by growers. We look for better prices after first of year.—Geo. H. Churchill, Lapeer Grain Co.

MINNESOTA.

St. Peter, Minn., Dec. 19.—Grain moving slowly; low prices causing farmers to hold; corn all gathered.—E. J. Matteson.

Minneapolis, Minn.—Canadian oats are being worked thru this city for all rail shipment to New York, and the east.

Minneapolis, Minn., Dec. 17.—Large quantity of western Canadian oats arriving at this market via Portal, N. D. Receipts up to the present time approximate 1,000,000 bus. Van-Dusen-Harrington Co. is said to be the chief handler.

Waldorf, Minn., Dec. 10.—Quite a movement of corn started to market in this vicinity as corn crop has not been better for years, both in yield and quality; on account of hog cholera much corn will be marketed that would have been fed; weather has been too mild for corn to shell well; most of it will be handled in that way. Receipts quite heavy here on account wheat and rye raising a little in price, good roads and farmers have lots of time to haul.—Thos. E. Meany, agt. Hunting Elvtr. Co.

MISSOURI.

Peculiar, Mo., Dec. 13.—Shipping in corn this year instead of out.—J. H. Brockhouse.

Kahoka, Mo., Dec. 19.—No corn to ship; being shipped in from northern Iowa and Illinois; hogs and cattle going to market about half fat.—Lang & Arnold.

La Clede, Mo., Nov. 28.—Most of wheat crop marketed early; more than usual held by farmers for feed; shipping in corn; most of oats in farmers hands.—O. A. Talbott & Co.

NEBRASKA.

Omaha, Neb.—This market had 2,000,000 bus. of corn on track Dec. 22.

Laurel, Neb., Dec. 19.—Farmers not selling freely.—J. B. Larson, Peck & Larson.

Papillion, Neb., Dec. 19.—Little wheat moving this month.—E. C. Wright, J. C. Wright & Son.

Lebanon, Neb., Dec. 18.—Shipping in corn.—F. S. Staples, mgr. Farmers Co-operative Ass'n.

Blue Springs, Neb., Dec. 18.—Must ship in corn for first time from northern Nebraska for farmers use.—Farmers Elvtr. Co.

New Castle, Neb., Dec. 18.—Lot of corn will be put on market. I have shipped over 20 cars more than same elvtr. did last year.—Wm. A. Ver Kani.

Omaha, Neb., Dec. 20.—Omaha has broken all corn receiving records during the past week. A total of 1,830 cars of corn were received and today 401 cars of corn were received which is also the largest single day's corn receipts in the history of the exchange.—S.

NEW YORK.

Buffalo, N. Y.—Ten cars of Argentine corn were recently bot for delivery here at 64c fob N. Y.

NORTH DAKOTA.

Flushing sta., (Inkster p. o.), N. D., Dec. 17.—Grain practically all marketed.—Farmers Elvtr. Co.

OHIO.

Green Camp, O., Dec. 13.—Corn moving fairly good.—Ed Atherton.

Rex, O., Dec. 8.—Little or no corn to ship.—J. A. Brubaker & Son.

Huron, O., Dec. 12.—Will not have much corn to ship.—J. Stryker & Son.

Versailles, O., Dec. 22.—Farmers are disposed to sell corn at 80c per cwt.—W. C. Hiles.

Lakeville, O., Dec. 16.—Few oats to ship out; will soon be shipping in corn for feed.—Jno. W. Horn & Son.

Maria Stein, O., Dec. 12.—Not much grain moving at present.—Henry Kramer, agt. Myers & Patty Co.

Pemberton, O., Dec. 20.—Corn receipts only fair; think after holidays movement will be free.—J. W. Simmons.

New Madison, O., Dec. 22.—Feeders absorbing major part of corn crop this year; little wheat and oats in farmers hands.—D. L. Mote.

Convoy, O., Dec. 19.—Corn movement has dropped off but we look for big movement soon. Oats moving very slowly.—J. A. Dressel, agt. Niezer & Co.

Collinsville, O., Dec. 9.—Have shipped 75,000 bus. of wheat, corn and oats this year; new corn coming in slow.—Glen Ginnette, agt. Payne & Eikenberry Co.

Elroy sta., (Ansonia p. o.), O., Dec. 15.—Farmers holding oats; large per cent of corn will not move until late in season.—M. T. Fryar, mgr. Elroy Grain Co.

Sidney, O., Dec. 16.—Corn movement good; shippers afraid to send corn on a long haul; cold weather will bring increased movement.—E. T. Custenborder & Co.

Eaton, O., Dec. 12.—Quite a number of cars of grain, especially of ear corn, have been shipped by farmers who sell to outside buyers, scooping the grain.—Joseph Poos.

St. Johns, O., Dec. 22.—Corn a little late in getting in condition to handle; about 25% as much oats in store as last year at this time; wheat all shipped.—Allen N. Wells.

Kingsway, O., Dec. 13.—Grain not moving rapidly at present; little wheat has been moving last week owing to slight advance in market; corn not in good shape to handle; oats moving slowly; does not seem to be a great demand at present.—Elbert H. Artz, ass't. mgr., Kingsway Grain Co.

OKLAHOMA.

Tuttle, Okla., Dec. 17.—Will receive about 250,000 bus. corn 1913 crop; some corn yet in field.—D. Kramer, sec.-treas., Wheatland Grain & Lbr. Co.

SOUTH DAKOTA.

Springfield, S. D., Dec. 9.—Corn beginning to move.—S. M. Brann.

Canastota, S. D., Dec. 15.—Corn movement very free.—J. J. Mullaney.

WISCONSIN.

Madison, Wis., Dec. 17.—The following is the percentage of 1913 grain remaining in farmers hands: Wheat, 80.8%; corn, 89.6%; rye, 73%; barley, 74.4%; oats, 82.3%; buckwheat, 73.8%; flax, 73.3%; beans, 81.3%; peas, 46.6%. The acreage and condition of seeding for the 1913 season is winter wheat acreage 93.93%; condition 97.5%; rye acreage 97.7%; condition 98.2%. About 3% of the 1912 corn crop is still in farmers hands; 65.3% of the fall ploughing was finished Nov. 10.—Sec'y James C. MacKenzie, State Board of Agriculture.

Rye Movement During November.

The movement of rye thru the various markets during November as compared with November, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	1913.	1912.	1913.	1912.
Mpls. ...	583,140	779,350	442,280	466,810
Milwke. ..	305,800	525,900	225,967	405,702
Chgo. ...	359,000	604,000	118,000	147,400
Cinct. ...	90,975	88,494	18,006	28,498
Blmre. ...	127,792	127,793	25,200	.....
Peoria ...	64,800	69,600	37,200	112,723
Duluth ...	38,125	579,576	88,610	681,746
K. City... ..	35,200	37,400	26,400	16,500
Detroit ...	23,000	81,000	9,000	9,570
St. Louis ..	19,300	19,935	7,020	10,070
Omaha ...	17,600	61,600	25,000	12,000
Wnpg.* ...	14	1	†	†
Toledo ...	10,000	1,000	4,700	15,500
Totals\$	1,679,733	2,876,048	1,037,383	1,906,519

*Carloads.

†No figures available.

‡Winnipeg omitted.

Barley Movement During November.

The movement of barley thru the various markets during the month of November, as compared with November, 1912, in bushels, was as follows:

	Receipts.		Shipments.	
	1913.	1912.	1913.	1912.
Mpls. ...	3,822,410	4,851,130	2,964,980	4,476,470
Wnpg.* ...	2,203	2,405	†	†
Duluth ...	2,031,033	2,983,058	2,957,161	3,475,946
Chicago ...	2,667,000	3,845,100	598,000	477,100
S. Fran. ...	537,120	2,004,600	†	†
St. Louis ..	497,200	571,200	12,430	1,500
Peoria ...	316,166	329,400	118,300	112,723
Cinct. ...	60,632	82,108	5,520	26
Omaha ...	54,600	165,200	7,000	128,090
K. City... ..	37,800	44,800	1,400	1,800
Detroit ...	5,000	4,000	.....	.....
Toledo ...	2,000	.....	.....	.....
Blmre. ...	545	58,482	.....	.....
Totals\$	10,051,506	14,939,078	6,646,691	8,674,566

*Carloads.

†No figures available.

‡Winnipeg omitted.

GALVESTON promises to become the most important grain importing port in America. Two steamers loaded with Argentine corn have arrived since the passage of the new tariff, and eight more steamers loaded with grain will probably arrive before Jan. 1. The successful importation of corn has resulted in inquiry about wheat and oats; and grain men have found that they could import Argentine oats at a cost of 46½c per bu. delivered at Galveston, including duty and terminal charges.

DISCOUNTS ON NO. 3 AND NO. 4 CORN.

During December the heaviest discount each day at Chicago on No. 3 and No. 4 corn under the December future, as reported by the Daily Trade Bulletin, has been as follows:

Date.	Dec.	Yellow.	Mixed.	White.
Dec.	Del.	No. 3.	No. 4.	No. 3.
1 ...	70%	69	63	63
2 ...	70%	69	64	64
3 ...	71%	68	67	65
4 ...	71%	70	67	65
5 ...	72%	72	67	68
6 ...	72%	71	68	68
8 ...	71%	70	69	67
9 ...	70%	70	68	67
10 ...	70%	70	67	65
11 ...	70%	66	65	67
12 ...	69%	68	63	66
13 ...	69%	66	62	65
15 ...	69%	65	60	63
16 ...	70%	65	60	64
17 ...	70%	66	62	66
18 ...	69%	66	60	65
19 ...	69%	65	58	64
20 ...	69%	65	61	65
22 ...	69%	64	57	64
23 ...	69%	64	54	64
24 ...	69%	65	57	65

Six months ago No. 4 corn sold even with the July delivery and No. 3 at a premium above that future, compared with the present discounts of 10 cents per bu. in many cases. The pressure of low grades on the market has been so great that large quantities of No. 3 corn are being delivered on No. 2 contracts at the penalty of 5 cents per bu., owners of driers working them to the limit of their capacity to manufacture the No. 2 and No. 3 grades.

Cash Corn Market Congested.

In the absence of shipping demand there is no place for the cash corn except to be applied on December contracts at the emergency difference provided for under the rules, and quantities of No. 3 corn are being ordered direct to public elevators for delivery on December contracts.

In no recent year has there been any such discount for No. 3 grades of corn as now prevail, and the present situation at Chicago is due partly to congested condition of December contracts and partially to the entire absence of any export demand which usually relieves us of the pressure of mixed corn at this time of year. Industries which might be in the market as buyers of this mixed corn find it possible to obtain the lowest grades of corn at such discounts as to make purchases of the better grades inadvisable.

With no export outlet for the mixed corn and with eastern industries using Argentine corn almost exclusively, the holders of December contracts find themselves in no more favorable a position because of the delivery of No. 3 corn on their contracts at a penalty of 5c per bu. Corn will have to get to a level where there will be some demand from consumers that will at least partially relieve the market of the pressure of cash corn. First deliveries of No. 3 corn on December contracts were made on Dec. 18.—Lamson Bros. & Co.

FOUR BILLS to regulate future trading in cotton have been introduced in Congress. One bill requires the delivery of cotton as actually contracted for, a public record of all sales of cotton on the exchanges and a weekly report to the Sec'y of Agriculture of the amount of actual cotton owned by members of Exchanges or handled for some one else. Another bill provides a fine of from \$100 to \$1,000 for any one who reports a sale of "futures" as a sale of actual cotton.

Novel Principle in Bean Separation.

Girl operators whose deft fingers pluck the bad beans from the good in the picking plants of Michigan are soon to have a rival with keener eyesight than theirs if the recent invention of Ray F. McWilliams comes into general use.

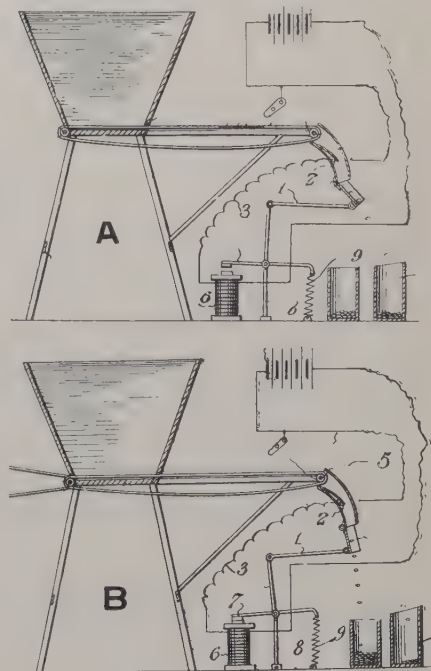
McWilliams' machine picks up a single bean, takes a good look at it and if of good white stock tosses it unerringly into a receptacle with others of good quality. Dark and discolored beans the machine rejects.

This almost human discrimination is effected by employing that little known power of light to change the electrical resistance of the metal selenium. When light shines upon selenium the electrical current flows thru the metal more easily, and a white bean will reflect more light than a dark one, the reflected light from the bean being directed in the machine to strike the selenium cell.

In the engraving A is the position of the apparatus when rejecting a poor bean, and B is its position when passing a good bean. A belt with a single row of small pockets for single beans traveling endlessly thru the hopper toward 5 drops each bean thru the curved chute and over the selenium cell, 2, the white bean's reflected light increasing the current thru the wire, 3, and energizing the electromagnet, 6, to pull down the armature, 7, instantly jerking back the arm, 1, and allowing the bean to drop straight down thru the hinged chute.

A battery furnishes current for the electromagnet, very little being required, as the levers are balanced against a coiled spring. The bean carrying belt is power driven. For this invention Mr. McWilliams, on Dec. 9 was granted letters patent No. 1,080,988.

THE CANADIAN parcel post is an assured thing, and will probably begin operations during the latter part of January. L. P. Pelletier, Postmaster General, has investigated the parcel post in this country and is completing his preparations. Negotiations with the railroads covering compensation for the transportation of parcel post matter are still pending.



Electric Bean Picker.

Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

CANADA.

Ottawa, Ont., Nov. 15.—Estimated area of fall wheat sown, 1,006,700 acres, compared with 1,086,800 acres sown in fall of 1912. An increase of 6,000 acres in Saskatchewan gives that province an acreage of 78,000 acres, while in Manitoba and British Columbia, the acreage has decreased 1,100 acres. In Ontario the acreage decreased 2,000 acres, but there is still an acreage of 694,000 acres in that province. The greatest decrease is in Alberta, being 83,000 acres or 27%, leaving only 229,000 acres sown. The decrease is attributed to the winter killing of wheat during the last three years, many farmers becoming discouraged and giving up the crop. Average condition of fall wheat is 93.74%, compared with 92.67% at the corresponding time in 1912, the best condition being in Manitoba and Saskatchewan, where it is 95% and 96%. Percentage of fall ploughing completed, 54.34%; compared with 43.56% on the corresponding date in 1912. The percentage of acreage summer fallowed is 98.24%; compared with 96.77% in 1912.—Arthur Blue, chief of Census and Statistics Office, Dept. of Trade and Commerce.

Toronto, Ont., Nov. 1.—Fall wheat acreage 646,533 acres; yield per acre 24.7 bus.; total yield 15,945,717 bus.; compared with acreage of 759,888 acres; yield of 19.8 bus. per acre and total yield of 15,039,885 bus. in 1912. This has been a satisfactory crop in yield and quality, being as a rule up to weight; straw was rather short but bright and clean; harvesting weather was most favorable. Spring wheat acreage 116,581 acres; yield per acre 17.7 bus.; total yield 2,068,951 bus.; compared with an acreage of 123,080 acres; yield of 18 bus. per acre and a total yield of 2,302,339 bus. in 1912. Comparatively small acreage, but good average crop in yield and quality. Increased acreage of new fall wheat; soil rather dry but in good condition at time of sowing; young fields looking strong and promising; only a few complaints of Hessian fly and other insects; seeding ranged from last week in August to 3d week in September. Barley acreage 623,658 acres; yield per acre 29.3 bus.; total yield 18,255,958 bus.; compared with 647,382 acres; yield per acre 29.7 bus. and total yield of 19,232,275 bus. in 1912. Grain plump and well colored; straw short and clean; harvested under most favorable conditions. Oats acreage 2,699,459 acres; yield per acre 36.5 bus.; total yield 98,426,902 bus.; compared with acreage of 2,601,735 acres; yield per acre of 37.8 bus. and total yield of 98,444,807 bus. in 1912. Grain well up in weight and quality; best in years; straw short but clean; some caught by rain but bulk of crop harvested satisfactory. Rye acreage 118,429 acres; yield per acre 16.7 bus.; total yield 1,979,775 bus.; compared with 105,949 acres; yield of 17.4 bus. per acre and total yield of 1,839,675 bus. in 1912. Comparatively little rye now raised in province; has done well this season. Buckwheat acreage 228,279; yield per acre 17.6 bus.; total yield 4,012,418 bus.; compared with 205,893 acres; yield of 26.3 bus. per acre and total yield of 5,414,796 bus. in 1912. Grain suffered from frost, also drouth of summer; not up to average in yield or quality. Peas acreage 177,303 acres; yield per acre 17.5 bus.; total yield 3,108,263 bus.; compared with 221,524 acres; yield of 16.6 bus. per acre and total yield of 3,667,005 bus. in 1912. Peas not grown so much on account of ravages of weevil; did well this year; little mention of weevil; larger acreage expected next year. Bean acreage 66,639 acres; yield per acre 15.3 bus.; total yield 1,021,243 bus.; compared with 69,703 acres; yield of 17 bus. per acre and total yield of 1,182,132 bus. in 1912. Crop was slightly caught by frost

but was well harvested; fair in yield and sample; low fields suffered from rain in August. Corn acreage for husking 299,871 acres; yield per acre 74.1 bus.; total yield 22,214,014 bus.; compared with 301,251 acres; yield of 72.9 bus. per acre and total yield of 21,969,468 bus. in 1912. Crop checked in growth by cold weather in spring, followed by drouth; shorter in stand than usual; some fields touched by frost in middle of September and there will be a little soft grain; bulk of crop first class quality and well matured. Mixed grain acreage 414,517 acres; yield per acre 36.5 bus.; total yield 15,113,480 bus.; compared with 448,402 acres; yield of 36.5 bus. per acre and total yield of 16,382,161 bus. in 1912. The growing of mixed grain does not seem to be increasing in popularity.—W. O. Galloway, sec'y Ontario Dept. of Agriculture.

COLORADO.

Denver, Colo., Dec. 9.—During the past 10 days an exceptionally heavy snow storm raged all over the state, the snowfall being from 3 to 5 ft. While a heavy loss was sustained in calves and young live stock, it means money to the state at large, as the snow is melting slowly and will insure plenty of moisture to the crops on dry land. Mountains carry a depth of 15 to 30 ft. which will give an abundance of water for irrigation, under normal conditions. We look for bumper crops next year. Snow 46 in. on the level in the city and business at a standstill.—E. E. Scott.

IDAHO.

Cambridge, Ida., Dec. 12.—Crops fine; no bad weather to damage growing winter grain.—Salubria Valley Mlg. Co.

ILLINOIS.

Sullivan, Ill., Dec. 19.—Corn crop very short; next crop of wheat promises to be large.—A. P. Powers.

New Berlin, Ill., Dec. 9.—Corn about 50% normal yield; quality fair.—Chas. R. Taylor, mgr. Farmers Grain Co.

Manito, Ill., Dec. 17.—The corn crop in the Spring Lake district is big.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Plainfield, Ill., Dec. 11.—Corn fair; average 45 to 50 bus.—J. A. Henebry, mgr. Plainfield Grn. Co., Plainfield, Ill.

Norwood, Ill., Dec. 19.—No corn to speak of; about ½ crop; quality fair.—W. D. McReynolds, mgr. Ed. Mezger Co.

Manito, Ill., Dec. 17.—Corn yield 20 to 55 bus. on lowland; 1 to 10 bus. on upland; all husked; quality poor; some too mouldy and rotten for use; lowland corn better.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Mason City, Ill., Dec. 19.—Our corn will not make over half crop. It contains 21 to 22% moisture and will make bright, fair quality corn soon as it dries out. Many ears are small; very little rot.—J. A. McCreery.

Clare, Ill., Dec. 18.—People say we had a poor crop of corn, but this is not so. Altho crop is not so big as last year, we really had a good crop, tho it is uneven. It is grading better than a year ago. Oats was 75% of a crop.—J. M. Brennan.

INDIANA.

Newberry, Ind., Dec. 10.—Wheat looking fine; large acreage.—M. E. Hinman.

Monticello, Ind., Dec. 19.—Corn quality good; moisture 21%+.—Loughry Bros. Mlg. & Grain Co.

New Harmony, Ind., Dec. 16.—Much corn damaged by early frosts; 90% of crop husked.—J. A. Cartwright.

Thornton, Ind., Dec. 23.—Crop conditions good; wheat never looked better; corn good quality.—Stall & McCorkle.

Odon, Ind., Dec. 16.—Old corn sappy; hardly in condition to keep; wheat entirely too rank; fear cold weather will damage badly.—Odon Milling Co.

New Palestine, Ind., Dec. 18.—Wheat crop looking very good; few fields have been bothered by fly; corn fair yield; grading No. 3 and No. 4.—J. W. Waltz & Co.

Indianapolis, Dec. 22.—According to grain men from Southern Indiana an increase of 33% in the acreage planted will give southwestern Indiana farmers crops from 25 to 50% larger than in any former year. Warlick county will produce 33% more corn next year, it is believed, than ever before, as the acreage will be one third greater. Prospects for wheat are good despite the fact that no snow has fallen. In the vicinity of Hatfield about one third more land will be planted in corn. More land will also be sown to oats. A 33% gain is also expected at Yankeetown and there will be a gain of at least 25% in corn, wheat and barley in the vicinity of Haubstadt. Farmers at Princeton are agitating a better grade of seed corn for planting and fully one fourth more will be planted. Smaller crops are reported from Patoka, while an increase is reported from Elberfeld. Posey county also will see a fairly good increase in acreage. Reports from Washington, Ind., are to the effect that cold weather has damaged the wheat crop in Daviess county. The mild weather caused wheat to grow rapidly and farmers turned their cattle on it to graze and some used mowers to prevent the grain from jointing. Wheat that jointed was killed by the sudden fall in temperature. Connersville reports the biggest corn crop ever raised. The average yield is about fifty bushels and the acreage is larger and the corn first class. From Columbus comes the report that the cold weather has improved the condition of corn. Corn has been sappy.—C. L.

IOWA.

Redfield, Ia., Dec. 10.—Corn average 30 bus.—G. W. Armfield.

Ira Grove, Ia., Dec. 12.—Corn average 40 bus.—C. C. Crawford.

Ira Grove, Ia., Dec. 12.—Corn fine quality; average 40 bus.—C. M. Good.

Carnarvon, Ia., Dec. 12.—Corn average 50 bus.; quality good; nearly all grading No. 3.—A. J. Graham.

Waukee, Ia., Dec. 10.—Corn average 35 bus.; quality good.—E. E. Ozbun, mgr. Farmers Elvtr. Co.

Hinton, Ia., Dec. 17.—Corn yield short; about 25 bus.—P. P. Wermerskirchen, agt. Edmonds-Londergan Co.

Cooper, Ia., Dec. 10.—Corn average 35 bus.; quality wet and soft.—C. H. Harshbarger, agt. D. Milligan Co.

Storm Lake, Ia., Dec. 12.—Corn fairly good quality; growing wheat in fine shape.—S.

Nemaha, Ia., Dec. 13.—Corn average 35 bus.; quality fair.—J. D. Level, agt. J. F. Twamley, Son & Co.

Storm Lake, Ia., Dec. 13.—Corn average 45 bus.; about half of corn grading No. 3 and balance grading No. 4.—E. W. Oates & Co.

Jefferson, Ia., Dec. 10.—Corn 65% of last year's crop; quality only fair; have much rotten corn.—F. B. Miller, mgr. Farmers Elvtr. Co.

Churdan, Ia., Dec. 11.—Corn average 35 bus.; quality not very good; practically no wheat sown here.—W. E. Reynolds, agt. M. E. Blazer.

Lohrville, Ia., Dec. 10.—Corn average 45 bus.; quality wet. Practically no wheat sown here.—M. O'Brien, mgr. Farmers Elvtr. Co.

Farlin, Ia., Dec. 11.—Corn average 35 bus.; quality ranges from good to no good; much soft and rotten.—G. E. Smith, mgr. Farmers Elvtr. Co.

Rands (Rockwell City p. o.), Ia., Dec. 11. Corn average 45 bus.; quality, very wet. No wheat sown here.—O. G. Harper, mgr. Farmers Grain Co.

Sioux City, Ia., Dec. 15.—Corn in N. E. Nebraska much better than expected, will average 35 bus.—Paul Larson supt. Neb. Lines, Anchor Grain Co.

Adaza, Ia., Dec. 11.—Corn average 38 bus.; some fine quality; some poor account late planting. Practically no wheat raised here.—A. O. Martz, agt. Neola Elvtr. Co.

Strand sta. (Nodaway p. o.), Ia., Dec. 22.—Corn average 35 bus.; wheat extra fine.—Geo. F. Salyers & Co.

Villisca, Ia., Dec. 22.—Corn about ½ crop, quality poor; wheat acreage large; looks fine.—D. Whitmyer.

Nodaway, Ia., Dec. 22.—Corn about ½ crop; wheat acreage unusually large; looks fine.—J. E. Strain, with Norcutt & Strain.

Panora, Ia., Dec. 10.—Corn about 60% of a crop. Quality poor and damp. Many ears imperfect account of drought last summer.—W. W. Eaton, mgr. Ponora Farmers Elvtr. Co.

KANSAS.

Home, Kan., Dec. 18.—No corn at all.—E. N. Bailey & Co.

Huron, Kan., Dec. 18.—Growing wheat in good condition.—A. F. Allen.

Everest, Kan., Dec. 8.—Wheat in fine condition; acreage increased 25%.—Edgar Johnson.

Holyrood, Kan., Dec. 22.—Expecting the largest crop ever raised in this country.—G. L. Baker, per D. Richter.

KENTUCKY.

Trenton, Ky., Dec. 20.—New crop acreage small; looks fine; too far advanced; some in joint; corn crop poorest ever raised here.—Trenton Milling Co.

MICHIGAN.

Rudyard, Mich., Dec. 20.—Grain crop light but good, especially oats; no corn raised here.—E. D. White.

MINNESOTA.

St. Peter, Minn., Dec. 19.—Corn bumper crop.—E. J. Matteson.

MISSOURI.

Peculiar, Mo., Dec. 13.—Corn crop too light to speak of.—J. H. Brockhouse.

La Clede, Mo.—Wheat and oats crop good; poor corn crop.—O. A. Talbot & Co.

Kahoka, Mo., Dec. 19.—Corn ½ crop; wheat ¾ crop; oats ¾ crop.—Jang & Armold.

New Castle, Neb., Dec. 18.—Corn averaged 30 bus. compared with 40 bus. last year; not much feeding done.—Wm. A. Ver Zani.

Kansas City, Mo., Dec. 10.—The average moisture content of new corn on 80% of the receipts up to Nov. 22, was as follows: No. 2, 15.6%; No. 3, 17.9%; No. 4, 19.7%. On 85% of the receipts from Nov. 22 to Dec. 6, the average moisture content was: No. 2, 15.9%; No. 3, 18%; No. 4, 20%; sample grade, 22.2%.—A. R. Ware, chief inspector Board of Trade Sampling Dept.

Columbia, Mo., Dec. 13.—The following estimate of the acreage and yield of the principal crops of the state was compiled from the estimate made by more than 600 correspondents: Corn, 7,537,270 acres; 132,748,541 bus.; wheat, 2,020,330 acres; 35,390,833 bus.; oats, 656,182 acres; 14,949,532 bus.; flax, 9,341 acres; 48,573 bus.; rye, 7,510 acres; 106,642 bus.; buckwheat, 1,033 acres; 11,155 bus.; barley, 620 acres; 11,160 bus.; broom corn, 1,819 acres; 649,383 lbs. The yield of all crops is less than last year with the exception of wheat and rye. The corn crop was short 100,000,000 bus. The yield per acre being 17.6 bus., compared with 31.9 bus. last year; 75% has been gathered; quality is placed at 64%. The increase in wheat amounted to 13,844,114 bus. with an average yield of 17.5 bus. per acre. The acreage seeded for 1914 is 7% larger than that of 1913, amounting to 2,156,637 acres; condition of growing crop 100%. Oats yielded 22.7 bus. per acre compared with 31.3 bus. last year; 235,307 acres did not make sufficient growth to thresh and were used for pasturage or hay, a total of 891,489 acres being sown and only 656,182 acres harvested. Flax shows a decrease of 8% in acreage; yield per acre 5.2 bus. compared with 7 bus. in 1912. Buckwheat acreage decreased 10%; yield 10.3 bus. Barley decreased 15%; yield 18 bus. Broom corn acreage is about half of that of 1912, amounting to 53%; yield 357 lbs. against 510 lbs. last year. Rye increased 1%; yield 14.2 bus.—Missouri State Board of Agriculture.

NEBRASKA.

Laurel, Neb., Dec. 19.—Corn making about 25 bus.—J. B. Larson, Peck & Larson.

Lebanon, Neb., Dec. 18.—Wheat looking extra fine.—F. S. Staples, mgr. Farmers Co-Operative Ass'n.

Crete, Neb., Dec. 19.—Wheat prospects all over state are best ever seen; extra large acreage.—The Crete Mills.

Papillion, Neb., Dec. 19.—Fall wheat looking good; have had plenty of moisture.—E. C. Wright, J. C. Wright & Son.

Shelton, Neb., Dec. 8.—Wheat acreage increased 25%; have had lots of rain; wheat going into winter O. K.—S. MacMurray.

Blue Springs, Neb., Dec. 18.—Wheat condition in this territory about 95%; enuf moisture; prospect favorable; acreage increased 8 to 10%; corn crop complete failure; wheat and oats yield heavy.—Farmers Elvtr. Co.

NORTH DAKOTA.

Flushing sta., (Inkster p. o.), N. D., Dec. 17.—Wheat yield not large; good quality; barley and oats fair.—Farmers Elvtr. Co.

OHIO.

Greer, O., Dec. 12.—Wheat never looked better.—C. V. Banbury.

Green Camp, O., Dec. 13.—Wheat going into winter in good shape.—Ed Atherton.

Castalia, O., Dec. 9.—Corn is bad on account of so much rain.—John H. Parker.

New Richland, O., Dec. 13.—Crops good; corn 80%; wheat 60%; rye 75%.—I. C. Miller & Co.

Buchwalter sta., (Jeffersonville p. o.), O., Dec. 8.—Corn average acreage; extra good quality.—Paul Bros.

Marie Stein, O., Dec. 12.—Wheat looks fair; corn good crop; all husked.—Henry Kramer, agt. Myers & Patty Co.

Huron, O., Dec. 12.—Wheat average acreage; looking fine; corn not good crop; mostly husked.—J. Stryker & Son.

Rex, O., Dec. 8.—Wheat looking fine; corn about 50% average; poor grade; most has been husked.—J. A. Brubaker & Son.

Collinsville, O., Dec. 9.—Prospects for wheat are fine; corn in good condition; oats scarce.—Glen Ginette, agt. Payne & Eikenberry Co.

Versailles, O., Dec. 22.—Wheat in field almost perfect stand; corn about all husked; yield 80% last year; quality fair but damp.—W. C. Hile.

St. Johns, O., Dec. 22.—Corn good but a little late in getting in condition to handle on account of damp weather; growing wheat never looked better.—Allen N. Wells.

Sidney, O., Dec. 16.—Corn quality below average; winter wheat looks well; many think there has been too much growth for this season of the year.—E. T. Cusenbolder & Co.

Kingsway, O., Dec. 13.—Corn not in good shape; immature owing to unfavorable weather; all crops normal although wheat was leader; wheat in fields looks good.—Elbert H. Artz, ass't mgr., Kingsway Grain Co.

Columbus, O., Dec. 1.—Condition of growing wheat 101%, being the same as one month ago. At this time in 1912 the condition was 92%; damage by Hessian fly, 3%; by white grub worm, 1%; 44% of 1913 crop was sold as soon as threshed. Corn acreage 2,988,115 acres, a decrease from 1912; estimated yield 36 bus. compared with 40 bus. at this time last year; total estimated yield 108,864,120 bus. against 127,868,844 bus. in 1912; 9% has been put in silo; average date of cribbing Oct. 17; market value 66c per bu.; compared with 49c a year ago.—Agricultural Com's'n.

OKLAHOMA.

Tuttle, Okla., Dec. 17.—Have had plenty of rain this fall; corn in field being damaged considerably; prospects for good crop next year never better; wheat looks fine.—D. Kramer, sec.-treas., Wheatland Grain & Lbr. Co.



A Suggestion to Country Buyers Who Are Loaded Up with Wet Corn.

SOUTH DAKOTA.

Springfield, S. D., Dec. 9.—Corn fine; oats good.—S. M. Brann.

Canistota, S. D., Dec. 15.—Corn quality fine; general average 35 bus.—J. J. Mulaney.

TEXAS.

Bartlett, Tex., Dec. 9.—Oat crop looking rather too well for this season of the year; in jointing stage and cold spell would be ruinous; wheat in advanced condition; weather has been rainy and warm which is against the crop at this time of year; acreage considerably increased.—W. F. Fox.

Ft. Worth, Tex., Dec. 11.—The National and State Dept. of Agriculture and the allied grain interests of the southwest have been roused to action by the reports of the appearance of the green bug in the wheat and oats fields of north Texas. J. E. Pennington of the dept. at Washington, has been sent to investigate the matter at the request of Sec'y Dorsey of the Texas Grain Dealers Ass'n and with E. A. Miller of the state dept. will go over the fields and see what can be done to prevent a repetition of the grain famine of 1907 when almost the entire crop of the state was destroyed by this pest, entailing an approximate loss of \$20,000,000. Mr. Dorsey says: "It is my opinion that the rains (Dec. 16) if they were general will retard the operations of the green bugs if any of the genuine green bugs really exist in Texas, but will be injurious to the growing grain in other ways as we have already had too much rain." It is reported that grain is turning yellow in many places on account of the excess of moisture.

WISCONSIN.

Alma Center, Wis., Dec. 16.—Fine crop of all grain.—R. B. Jackson, agt. Alma Center Co-operative Produce Co.

GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 17.—The Crop Reporting Board of the United States Department of Agriculture issues the following forecasts on the growing crops:

Winter Wheat.—The acreage sown to winter wheat this fall is 36,506,000 acres, which is 2,888,000 acres or 8.6% more than the revised estimated area sown in the fall of 1912. The condition of wheat on Dec. 1 was 97.2, compared with 93.2% last year, 86.6% on Dec. 1, 1911, and 89.2, the 10-year average. Details by states are as follows:

State.	Area planted (000's omitted).	Condition 1913.	Condition 1912.	10-yr. aver.
Acres.	Acres.	Pct.	Pct.	Pct.
New York...	364	347	98	95
New Jersey...	83	83	95	98
Penn.	1,339	1,326	97	95
Delaware ...	116	116	95	94
Maryland ...	621	621	95	93
Virginia ...	794	794	95	92
W. Virginia...	241	243	95	91
N. Carolina...	627	621	95	92
S. Carolina...	82	82	95	94
Georgia ...	144	144	92	94
Ohio ...	2,118	2,017	99	85
Indiana ...	2,518	2,228	98	93
Illinois ...	2,629	2,286	99	94
Michigan ...	900	874	95	90
Wisconsin ...	89	91	94	93
Iowa ...	489	466	96	93
Missouri ...	2,585	2,350	98	95
Nebraska ...	3,253	3,189	86	96
Kansas ...	8,325	7,500	100	92
Kentucky ...	763	763	98	85
Tennessee ...	723	723	96	88
Alabama ...	34	33	92	88
Miss.	1	1	91	85
Texas ...	1,139	876	102	83
Oklahoma ...	2,541	1,882	103	92
Arkansas ...	108	103	99	91
Montana ...	506	516	91	95
Wyoming ...	43	42	97	95
Colorado ...	211	211	91	97
New Mexico...	45	41	98	88
Arizona ...	33	31	96	99
Utah ...	230	219	96	96
Nevada ...	19	18	99	99
Idaho ...	346	326	97	96
Wash.	1,258	1,271	93	100
Oregon ...	635	605	100	97
California ...	429	429	100	91
U. S.	36,506	33,618	97.2	93.2

Rye.—The rye acreage totalled 2,702,000 acres, compared with 2,731,000 acres planted last fall, a falling off of 1.1%. Condition of the growing plant on Dec. 1 was 95.3, compared with 93.5 last year, 93.3 on Dec. 1, 1911, and 92.7, the 10-year average. Details by states are as follows:

States.	Area planted (000's omitted).		Condition		Dec. 1.
	1913.	1912.	1913.	1912.	10-yr. aver.
Michigan ...	379	399	96	91	91
Wisconsin ...	447	447	96	95	95
Penn.	292	292	97	97	92
Minn.	296	312	93	92	92
New York...	140	140	97	96	95
New Jersey	79	78	96	97	95
Indiana ...	104	110	97	94	92
Ohio	95	103	97	93	89
Nebraska ...	118	124	86	95	93
Illinois ...	52	53	97	95	93
Virginia ...	68	68	97	91	88
N. C.	55	54	97	93	90
N. D.	143	132	91	86	90
All other...	434	419	96	93	93

GOVERNMENT REPORT OF 1913 CROPS.

Washington, D. C., Dec. 15.—The final estimates of the crops harvested in 1913, compared with the harvests of 1912 and 1911, as prepared by the Crop Reporting Board of the United States Department of Agriculture, are as follows:

	Acreage	Total production.
Corn, 1913.....	105,820,000	2,446,988,000
Corn, 1912.....	107,083,000	3,124,746,000
Corn, 1911.....	105,825,000	2,531,488,000
Winter wheat, 1913.	31,699,000	523,561,000
Winter wheat, 1912.	26,571,000	399,919,000
Winter wheat, 1911.	29,162,000	430,656,000
Spring wheat, 1913..	18,485,000	239,819,000
Spring wheat, 1912..	19,243,000	330,348,000
Spring wheat, 1911..	20,381,000	190,682,000
All wheat, 1913....	50,184,000	763,380,000
All wheat, 1912....	45,814,000	730,267,000
All wheat, 1911....	49,543,000	621,338,000
Oats, 1913.....	38,399,000	1,121,768,000
Oats, 1912.....	37,917,000	1,418,337,000
Oats, 1911.....	37,763,000	922,298,000
Barley, 1913.....	7,499,000	178,189,000
Barley, 1912.....	7,530,000	223,824,000
Barley, 1911.....	7,627,000	160,240,000
Rye, 1913.....	2,557,000	41,381,000
Rye, 1912.....	2,117,000	35,664,000
Rye, 1911.....	2,127,000	33,119,000
Buckwheat, 1913....	805,000	13,833,000
Buckwheat, 1912....	841,000	19,249,000
Buckwheat, 1911....	833,000	17,549,000
Flaxseed, 1913.....	2,291,000	17,853,000
Flaxseed, 1912.....	2,851,000	28,073,000
Flaxseed, 1911.....	2,757,000	19,370,000
Hay, 1913.....	48,954,000	*64,116,000
Hay, 1912.....	49,530,000	*72,691,000
Hay, 1911.....	48,240,000	*54,916,000

*Tons.

"Thousands of pine trees grow a while, are cut down, and, dying, warm the hearts of millions for a few short days. We bigger trees can walk and talk and smile for years and years. Our power to gladden hearts is therefore multiplied many times. May the spirit of this happy Christmas season kindle a fire that will keep a glow in our hearts throughout the coming year."

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 22.	Dec. 23.	Dec. 24.
Chicago	92½	92	92½	92	92½	92½	92	90½	91½	91½	91	90½	90½
Minneapolis	88½	87½	87½	87½	87½	87½	87½	86½	87½	87½	87½	87½	86½
Duluth	88½	88½	88½	88½	88½	88½	88½	87½	87½	87½	87½	87½	87½
St. Louis	93½	92½	92½	92½	93	92½	92½	91½	91½	91½	91½	91½	90½
Kansas City	87½	87½	87½	87½	87½	87½	87½	86½	86½	86½	86½	86	85½
Milwaukee	92½	92	92	91½	92½	92½	92	90½	91½	91½	91	90½	90½
Toledo	107	106	105½	105½	105½	105½	105½	104	104½	104½	104	103½	103½
*Baltimore	97	97½	97	96½	97	96½	96½	95½	96	95½	95½	95½	94½
Winnipeg	89½	89½	89½	89½	89½	89½	89½	88½	89	89½	89½	89½	89½
Liverpool	103	103½	102½	102½	102½	102½	102½	102½	102½	102½	102½	102½	102
†Budapest	126½	126½	125½	125½	125½	124½	124½	125½	125½	125½	125½	125½	126

MAY CORN.													
	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 22.	Dec. 23.	Dec. 24.
Chicago	70½	69½	69½	69½	69½	70	70½	69½	69½	69½	69½	69½	69½
Kansas City	71½	71½	71½	71½	71½	71½	72½	71½	71½	71½	71½	71½	71½
St. Louis	72½	71½	71½	71½	71½	71½	72½	71½	71½	71½	71½	71½	71½
*Liverpool	67½	67½	67½	67½	67½	67½	66½	67	67½	67½	67½	67½	67½

*January delivery. †April.

Coming Conventions.

Jan. 6-8—Washington Graingrowers, Millers & Shippers Ass'n at Pullman, Wash.

Jan. 15-16—Council of Grain Exchanges at Chicago, Ill.

Jan. 21-22—Indiana Grain Dealers' Ass'n at Indianapolis.

Feb. 4-6—Farmers Grain Dealers Ass'n of Minn., Hotel West, Minneapolis.

Feb. 10-12—Iowa Farmers Grain Dealers Ass'n at Waterloo, Ia.

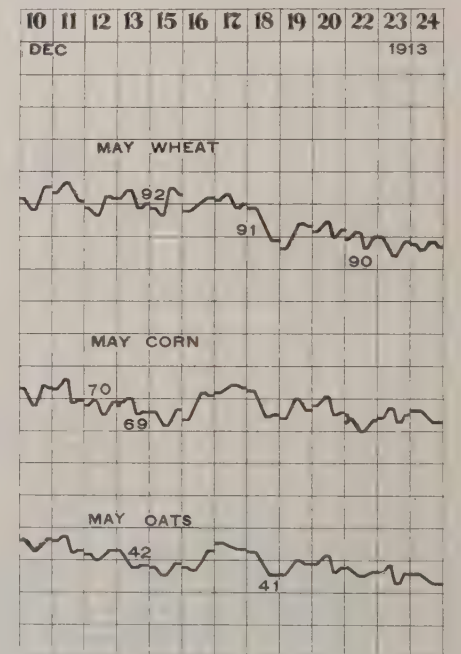
Feb. 17-19—Illinois Farmers Grain Dealers Ass'n at Ottawa, Ill.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

October.—Grain Dealers National Ass'n annual meeting 3 days during week of Oct. 11 at Kansas City, Mo.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



Hearing on B/L Jan. 15-17 at Washington.

Interested shippers, the National Industrial Traffic League and the grain exchanges have made strong representations to the Interstate Commerce Commission against the inequitable provisions of the present uniform B/L.

W. M. Hopkins, for the Chicago Board of Trade and the Traffic League, made a masterly presentation of the position of shippers before the Commission some time ago, and prior to the oral argument Jan. 17 at Washington will present further testimony at the preliminary hearing Jan. 15 and 16.

Among the objectionable clauses of the present B/L attacked were the valuation of shipments on invoice or point of origin instead of at cost of replacement, the arbitrary 4 months' limit for filing claims, and denial of responsibility for weight of grain actually loaded.

At the hearing some time ago the following testimony was presented on natural shrinkage:

W. M. Hopkins, Chicago: The presumption is that the initial weight from the terminal market is more likely to be correct, because the hazard of transportation begins when the property is delivered to the carrier, and it ends when it is delivered at final destination. Now, we ought not to bear the hazard of transportation. The carrier itself ought to bear that. This provision in the B/L puts it on us and not on the railroad company.

The Chicago Board of Trade Weighing Department weighed approximately 1,000 cars, about 500 of which were tested without any transportation movement whatever; that is to say, the grain was loaded from the elevator into the car, and then loaded back into the elevator, being weighed in both cases through the same hopper scales, without any movement of the car. The other 500 cars had a limited transportation movement of perhaps a mile or so between elevators, the grain being loaded into the car thru the elevator and loaded out of the car into the other elevator, with this limited transportation movement. The result of that test was that it was shown that this invisible loss, covering the different kinds of grain, corn, rye, oats and barley, amounted to a little less than one-tenth of one per cent. That is a loss for which the shippers are responsible.

Chas. D. Jones, Nashville, Tenn.: The railroad accepts a car of grain at St. Louis. For instance, coming out of a public elevator, whose weights the railroad accepts as its own, going to destination, say, Nashville, going into another elevator whose weights they accept as their official weights. If there is any difference between those weights, they maintain their freight shall be assessed on the basis of the St. Louis weights, thereby showing by the collection of freight that they believe they received at St. Louis the amount of grain which the B/L calls for and which the car is supposed to contain. If the out-turn weight in our elevator is 1,000 pounds less than the St. Louis weight, we have to pay on the St. Louis weight, altho we have received 1,000 pounds less grain.

W. T. Cornelison, Peoria, Ill.: I think it would be fair to ask the carrier either to accept our weights or to weigh the shipment.

When we tender property for shipment, and carrier adopts our weight as its own, we do not think we ought to be penalized in case it does not deliver the property which we have said the car contains. We would rather its agents would be there and see that it was put in the car. If we should insist on carrier's weighing the property, we would hold it responsible for the delivery of a like amount of property, which it had ascertained thru its own means as being loaded at initial point. In that case there would be no use of this clause in the B/L, and we would not be penalized for the voluntary service we now perform for the carriers.

If the loss in a car does not exceed what has been ascertained by extensive weighing tests, with transportation movement,

if it does not exceed that amount, we are not asking the carriers to assume the loss. What we complain of is that when we tender a certain amount of grain to the carrier and it falls short at destination in excess of what we know to be the physical loss chargeable to the grain dealer, in loading the grain into the car and taking it out of the car, that carriers unjustly decline claims on this basis under the subterfuge in the B/L.

Herbert Sheridan, Baltimore, Md.: We selected a couple of thousand cars of corn, about five hundred cars of wheat, and a thousand cars of oats, in order to determine from these records whether the proposed deduction of one-eighth of one per cent on all grain other than corn, and one-quarter of one per cent on corn, would be right and proper, feeling at the outset that it would not be, and the result justified our opinion.

These cars were weighed coming from terminal elevators at Chicago and Buffalo. We took the elevator weight at shipping point as compared with ours. The cars came thru in good order and no defective seal reports.

We found the difference to be 9/100 of one per cent on corn, 13/100 of one per cent on wheat, and 10/100 of one per cent on oats. These cars had undergone a transportation movement from Chicago and Buffalo. The figures corresponded very closely with the figures ascertained by the Chicago Board of Trade about a year ago.

These calculations represented elevator differences and included all losses, whether occurring from loading or unloading of grain, or from loss of weight by evaporation.

C. D. Sturtevant, Omaha, Neb.: Our experience is that unless we are in a position to show actual affirmative evidence of leak in transit, that the carriers invariably decline claims alleging that loss must have occurred either from natural shrinkage or discrepancies in elevator weight. There is one exception to that. One carrier goes further than that, and will not recognize our affirmative evidence of leak in transit, claiming that its reports (its negative report that it has not been able to find any leak) should take precedence over our affirmative evidence of leak. They have declined claims upon that ground as a matter of custom, refusing to recognize the certificate of leak of the Omaha Grain Exchange.

I have always regarded the carriers' records as purely negative. They simply show no one in their employ has found the car in a leaky condition. In actual practice, grain arrives in our markets almost always in the early morning hours. I have come in on those trains myself, and I know that when a train gets in at 3 or 4 o'clock in the morning, in the dark, in the winter time, they are not going over those cars to see whether or not they are leaking.

THE NEW MERRITT & WIERMAN Elevator.

The new elevator of Merritt & Weirman, East Lynn, Ill., completed last fall, is a 45,000-bu. cribbed house 35 ft. square and 52 ft. to plate. The ten bins are all hopper-bottomed. The elevator is covered with galvanized iron roofing and corrugated iron siding.

Grain is received in two wagon dumps delivering to two elevator legs, one having 13 by 6 in. buckets and the other, 12 by 6 in. buckets. A 3,000-bu. automatic scale weighs the grain and delivers it in turn to a Clipper Cleaner.

The power house, which is located in front of the elevator, is built of concrete. It houses a 20 h. p. kerosene engine. Power is transmitted by means of a line shaft, which is connected to the engine shaft by means of a jaw clutch and to the main elevator drive by means of a friction clutch.

East Lynn is located on the Lake Erie & Western Railway in Vermillion County, about 15 miles from the Illinois-Indiana state line. Merritt & Wierman succeeded to the business of F. L. Merritt in June, 1912.

PLUGGING grain shipments will be penalized after the adoption of government grades just as decisively as heretofore. It does not matter whether the load has been plugged accidentally; it is up to the shipper to see that the grain he places in the car is of even quality. Any attempt to deceive the inspectors or the buyer will encourage and excuse rejection of the shipment, and the grading of the entire load according to the poorest grain contained in the car. Once in a while a shipper may successfully deceive thru plugging, but if he keeps up the practice he is sure to suffer greater losses thru rejections. When grain received at a country station runs of uneven quality, and classification according to quality is not practicable, then it is the duty of the shipper to mix his receipts thoroly, so as to give his shipments an even character.



Merritt & Wierman Elevator, East Lynn, Ill.

NEBRASKA FARMERS CO-Operative Meeting At Omaha.

The Nebraska Farmers Co-operative Grain & Livestock Ass'n held its annual convention at Omaha, Neb., on Dec. 17, 18 and 19.

Headquarters were established at Hotel Rome. Interesting meetings were held and everyone was pleased with the manner in which Pres. J. S. Canaday presided over the meetings.

About 300 farmers, coal dealers, livestock men, elevator managers, machinery men and grain solicitors were present.

On the morning of Dec. 17, everybody went to the Omaha Grain Exchange.

The afternoon session was called to order by E. P. Hubbard of Juniata who introduced J. C. Dahlman, Mayor of Omaha, and E. V. Parrish of the Commercial Club of Omaha. Both of these gentlemen gave addresses of welcome.

Pres. Canaday in responding said: The drought of the past summer ruined our crops. We must seek relief by irrigation and have formed a Tri-County Ass'n but are not strong enough. We need the help of the state in relieving burdensome conditions. We must have favorable legislation to harness rivers and conserve our water and thus insure a sufficient water supply for irrigation.

Sec. Shorthill read his report which was adopted as read.

He said in part: This is the first year that a man has been in the field for the definite purpose of serving the Ass'n by visiting its members and in various ways serving the interests of our Ass'n.

We now have 80 members which is an increase of 25 over last year and we believe many more will join.

I have made trips to distant cities in the interest of our Ass'n and have attended many meetings.

We need more meetings so that we may become better acquainted. Some of us do not know our next door neighbors.

We also want a "Clean Bill of Lading," wherein the words "Weight subject to Correction" are stricken out.

Sec. Shorthill pledged his hearty support to the efforts of the Ass'n and suggested that it would be a fine thing if a man could be employed to watch legislation.

He also reported having on hand, Dec. 15, \$237.16.

M. J. Stoetzel, Chairman of Com'te on Terminal Elevators, read the following report:

Report of Terminal Elevator Committee.

Your Committee on Terminal Elevators have had the matters assigned them under consideration and investigation during the past year, and find that its importance to the grain producing farmer is of such magnitude that it should command their thought and attention.

Your Committee has figures showing the expense of operating the Omaha Grain Exchange averages about \$50,000.00 per month, or \$600,000.00 per year. And that of Kansas City and St. Louis more than double that amount. Unquestionably these amounts come out of the grain producer, which under a different system, your Committee believes, could be saved to them.

In the Dominion of Canada, the establishing of Farmers' Terminal Elevators has already been taken up, and in operation. The Government provides 85% of the necessary funds for the erection of the elevators and operation.

Of course, we have access to no such funds, and must depend upon our own resources, but which could easily be provided were the farmers generally back of such a movement.

Your Committee during the past year has acquainted itself with the sentiment and opinions of the farmers of the state on the question of Terminal Elevators, and we have learned to our satisfaction that they are not ready for it at this time.

Therefore, we recommend that steps be

taken by this Convention to the end that information be disseminated among the farmers showing the advantages to be obtained by such an enterprise, believing such a course to be the only possible one to get the enterprise on a safe basis.

W. B. ESSICK.
FRANK F. LOOMIS.
M. J. STOETZEL.

Mr. Hubbard: I suggest that all those who have trouble in collecting railroad claims, use printed claim blanks. Be sure to be fair in all walks of life and also be fair in claims.

S. H. Rikert, Stockham: We always make duplicate copies of all claims and are careful to insert all particulars so that the railroad claim agent has no excuse to write us for additional information and thus stall for time.

The Wednesday evening meeting was one of discussion. The consensus of opinion was that grain should be handled on a basis where a reasonable dividend could be paid on the capital invested. The penalty clause was also discussed and commended and condemned. Pres. Canaday expressed the opinion that a company incorporated under the new law can legally enforce a penalty clause.

J. B. Zuver stated, that from 6 reports, he figured that the cost of handling grain was 1.81 cents per bus.

It was also the opinion of most of those present that the exchange charges by banks were uncalled for. One dealer stated that in many cases the debit slips for exchange were merely bluffs and that a grain dealer's business was much desired by all banks.

It was also reported that the cost of storing grain in the elevator was $\frac{2}{3}$ of a cent per bus. per month.

Thursday morning about 120 men went in chartered cars to visit the stock yards in South Omaha.

In the afternoon Prof. E. G. Boerner of the U. S. Dept. of Agriculture gave a talk on tentative corn grades. He called attention to meetings having been held at many places and said that these grades which would probably become effective would enable dealers to buy grain in any market and know absolutely that it will be of like quality for the grade he buys no matter where the transaction takes place.

He gave the following interesting table based on 1000 bus. of No. 4 corn at 60 cts. This table further shows the relative values and the amount of dry matter in 1000 bus. for the various grades shown as proposed by the Government.

Grade.	Value 1,000 bus. when No. 4 is worth 60 cts.	Dry matter in 1,000 bus.
No. 1 corn.....	\$641.00	830 bus.
No. 2 corn.....	630.00	795 bus.
No. 3 corn.....	615.00	745 bus.
No. 4 corn.....	600.00	705 bus.
No. 5 corn.....	585.00	655 bus.
No. 6 corn.....	574.00	570 bus.

The weight of water in one bu. of No. 1 corn is 7.8 lbs. and in one bu. of No. 6 corn is 12.8 lbs. The acidity of corn has much to do with its quality. High acidity and low germination always go together.

Corn will not absorb enough moisture in transit to be distinguished by a tester, but there is a slight increase in weight.

We have about concluded our experiments on corn and will now turn our attention to oats and wheat.

E. P. Hubbard discussed Needed Legislation and Preparation for it. He called attention to the desirability of reciprocal demurrage and also discussed the Demerits of the Blue Sky Law. He said that its provisions were vague and that altho the law was originally all right, it had been amended so much that it was now ambiguous and unfair.

It was next voted that a Legislative Com'te be appointed to handle the problems presented.

Sec. Ray of Iowa called attention to the unfairness of railroads in freight rates. He said that the rate from Omaha to Chicago is 11 cts. while the rate from Colo, Iowa to Chicago is 12 cts. on the same railroad and much nearer Chicago.

The Omaha Grain Exchange gave a banquet to about 250 men in the evening and everybody did ample justice to the bounteous feast provided.

Prof. Pugsley gave an interesting paper on Co-operation in Europe.

Prof. Virtue discussed the subject "Taxing the Grain Trade." Part of his address appears elsewhere in this number.

The Friday morning session was devoted to strictly business affairs and was called an executive session.

The following resolution was read: RECOMMENDATIONS TO THE SECRETARY OF AGRICULTURE.

We, the National Council, Farmers Co-operative Ass'n, in special session, Chicago, Dec. 10, 1913, having duly considered the wishes of our constituents in several states as expressed by them in letters and personal interviews, respectively submit the following recommendations to the Secretary of the Department of Agriculture of the United States of America.

We recommend that a law be enacted by Congress of the United States providing first that the inspection of grain entering into interstate commerce shall be made by the Federal Government.

Second, that the chief and all other inspectors shall be appointed under civil service rules.

Third, that the rules of the Pure Food and Drugs Act shall not be applied to grain in its natural state.

J. W. SHORTHILL, President.

H. W. DANFORTH, Vice-President.

W. J. RAY, Secretary.

Omaha was selected as the next meeting place and it was voted to extend an invitation to the Iowa Ass'n to meet with them in joint session at the next annual convention.

CONVENTION NOTES.

W. J. Ray was the lone representative from Central Iowa.

H. R. Miller had his usual smile for Richardson scale inquiries.

All attending the convention wore a badge and a pin representing the key to Omaha.

J. R. Ruthrauff was telling the merits of the Monitor Line of Cleaners. C. L. Aygarn was demonstrating the Challenge dump.

Kansas City was represented by D. C. Hauck of Moore-Lawless Grain Co., G. F. Briggs, Miss Jessie Barnhill and T. F. Knight.

Machinery men were Carl F. Younglove of Younglove Construction Co. W. C. Bailey was looking after the interests of R. M. Van Ness Const. Co. L. E. Taylor was busy selling and demonstrating the Englehart Spout holder and loader.

SOUVENIRS: Nye Schneider & Co. handed out blank books. Flanley Grain Co. was represented by Mr. Adams. He handed out his genial smile and a handy note book. Cavers Elvtr. Co. handed out a combination paper weight and match striker. Eureka Coal & Stock Co. distributed fancy match boxes. Geo. Roberts Grain Co. distributed pencils. Everybody was wearing Bewsher's goat.

We enjoy reading the Journal very much, and doubt very much if we could suggest anything that could be used to improve it.—Bonges & Hatten, Cedar Point, Ill.

JOINT BANQUET AT SHELDON, ILL.

A joint banquet was given the evening of Dec. 19 at Sheldon, Ill., by the Illinois and Indiana Grain Dealers Ass'ns. In attendance were 90 country grain men and representatives of commission firms, all enthusiastic and hungry. The large attendance demonstrates that the way to win a (grain) man's heart is thru his stomach.

The ladies of Sheldon won the deep admiration and gratitude of all present by the appetizing viands offered. Everything had that "fresh from the farm" flavor particularly attractive to the city men, and the way they ate was better proof than any words of their appreciation of the dinner.

S. W. Strong, acting as toastmaster, pointed out the value of these local banquets in promoting a friendly relationship between competitors and between shippers and receivers.

Lee G. Metcalf, Illiopolis, pres., Illinois Grain Dealers Ass'n, complimented the Sheldon grain men on the progressiveness of their town. He also pointed out the benefits of grain men's ass'ns in uplifting the ethics of the trade, and urged all grain men to become members of their state ass'n.

L. F. Gates, Chicago: The naming of the various grades is a matter of little importance. It is on the method in which these grades are carried out that the future of the grain trade will depend. The Department of Agriculture hopes that the new grades will raise the quality of corn grown. The new grades will result in numerous failures among country grain dealers unless they begin early to adjust themselves to the new situation.

The government experts have done a great deal of fine work, but they lack the knowledge of the commercial conditions under which the grades will work. They recognize that the execution of their theories in their entirety is almost impossible. Too much emphasis is now being laid on the moisture content, but this will adjust itself, and other factors upon which the quality of corn depends will be given due consideration.

The burden of the new grades should be placed back on the farmer. That is the theory of the government. Placing the burden back on the producer will better the quality of corn raised.

Dr. Duvel has figured that under the new system there will never be more than 1% difference between the different grades. This would be so if the industries using corn would use the various grades uniformly. This is not so, and prices will naturally be on such basis as will induce consumers to take the risks necessary in holding the lower grades of corn until in condition to use.

The country grain dealer has to pay too much for being a "good fellow." Corn is handled on a very small margin. The New England consumer pays only 10% or 15% more for his corn, after taking out the cost of transportation, than is paid the producer in the West. A large number of men handle the grain, and the total profit is not more than a single profit in other lines of business. The country grain dealer will frequently pay more than he ought for poor corn in order to take it off the hands of some farmer patron. Don't pay too much for being a "good fellow."

Bert A. Boyd, Indianapolis, gave a sleight of hand performance accompanied with the usual Boyidian "speil." He was awarded with hearty applause, particularly from the ladies, who came in specially to witness Mr. Boyd's "act."

H. A. Brown, Chicago, operated a moisture tester. Before he started Messrs. Duffy, Glade and Brannard were appointed a com'te to estimate the percentage of moisture in the sample of corn Mr. Brown was to test. Mr. Duffy estimated 20½%; Mr. Glade, 21%, and Mr. Brannard 21.20%. Mr. Brown announced that the corn tested 18.5%.

Charles B. Riley, sec'y, Indiana Grain

Dealers Ass'n, offered a vote of thanks to the grain men and ladies of Sheldon for their entertainment.

E. L. Wellman, Grand Rapids, sec'y, Michigan Bean Jobbers Ass'n, briefly told of the work of that ass'n.

After a number of other speakers gave extemporaneous speeches, the meeting was adjourned.

Convention Notes.

Machinery men present included C. F. Wood, scale expert of Fairbanks, Morse & Co., Chicago, and H. A. Brown, Chicago.

The only insurance man on hand was Irving C. King, Grain Dealers National Fire Insurance Co., Indianapolis.

Ben B. Bishopp, Sheldon, distributed clappers.

Among those in attendance were: George P. Beringer, Chicago; H. D. Bawles, Cleveland Grain Co., Cleveland; H. J. Berry, Indianapolis; B. B. Bishopp, Sheldon; George E. Booth, Lamson Bros. & Co., Chicago; Bert A. Boyd, Indianapolis.

E. J. Donovan, Donovan, Ill.; J. M. Fogelson, Sheldon, Ill.; S. W. Gaunt, Fowler, Ind.; S. Glabe, Chatsworth, Ill.; C. B. Hartley and A. E. Hartley, Fowler, Ind.; William M. Hirsch, Chicago; M. C. Hobart, Rumsey & Co., Chicago.

J. W. Jones and N. W. Jones, Sheldon; H. A. Kretzmeier, Lochiel, Ind.; Joe Lambert, Beaverville, Ill.; W. L. Martin, Sheldon; J. A. Mouch, Milford, Ill.; E. B. Nordwahl, Donovan, Ill.; James Sheedy, Lochiel, Ind.; J. A. Stone, Lochiel; F. B. Stevens, Chicago.

Calendars Received.

The Christmas gift of Bert A. Boyd to his friends in the trade is a leather portfolio containing very substantial envelopes for valuable papers.

A calendar for 1914 on a substantial brass mount is being sent to the seed trade by the Albert Dickinson Co., with the compliments of the season.

The Union Iron Works 1914 calendar is an artistic combination of mount, engraving and type, advertising their plant unobtrusively but effectively.

A beautifully hand colored print of lovely woman assures the Globe Mills of El Paso, Tex., that its 1914 calendar will be permanently treasured by the fortunate recipients.

Henry Simon, Ltd., of Manchester, Eng., include their friends on this side in the distribution of a very large desk daily calendar pad, with their best wishes for the New Year.

Pope & Eckhardt Co.'s Christmas greeting is included in a folded card tied with red ribbon and having embossed on it golden ears of corn and sprigs of green and red holly.

An original photogravure colored by hand "A Mother is a Mother Still the Holiest Thing Alive," makes the art calendar of Randels & Grubb one of the handsomest of the season.

An attractive colored card bears the following greeting from the Halliday Elevator Co.: "Our thoughts go out at this holiday season to each of our friends; to wish them prosperity in their undertakings, wisdom for the work, peace for the pathway, friends for the fireside and strength to the last."

Accompanying the card of Southworth & Co. extending to their friends sincere wishes for a Merry Christmas and a Happy New Year is a valuable thermometer on a green and gold mount bearing a bust portrait in colors of a beautiful woman. Unfortunately the thermometer is broken by careless handling in the mails.

MEETING OF FARMERS CO-operative Ass'n at Sioux Falls, S. D.

The Farmers Co-operative Ass'n of South Dakota held its annual meeting at Sioux Falls, S. D., Dec. 16-18.

So much time was wasted in discussing the Equity Co-operative Exchange that A. G. Swanson a farmer of Labolt got up and said: "We have been here two days now and haven't done a thing as an organization of farmers' elevators. We have been here listening to all this buncombe. If this is going to continue I am afraid that this organization has seen its best and last days. Unless there is some change in its methods, this is my last convention."

John C. McHugh, sec'y of the Minneapolis Chamber of Commerce, delivered an address on "Terminal Markets" in which the services of the organized exchanges to the country shippers were well stated.

Geo. S. Loftus talked nearly three hours. Other speakers were J. R. Dalton, of Woonsocket, Benjamin Drake of Minneapolis, John E. Kelly, Ambrose B. Beck, state's attorney of Charles Mix County, Louis Ranum of Elk Point on "Grain Grading and Federal Inspection," A. F. Teigen of Montevideo, Minn., Judge C. B. Kennedy of Canton on "The Advantage of Farmer Organizations," A. L. Berg of Baltic on "The Legislature," John McLaurin of Hazel on "Local Competition."

The election of officers resulted as follows: President, O. D. Anderson, Corsica; secretary, John T. Belk, Henry; directors (seven to elect) H. G. Solem, Baltic; William Seip, Grover; John E. Kelley, Flandreau; Matt Wanken, Britton; E. H. Day, Clark; W. H. Meis, Geddes; J. H. Creighton, Wessington Springs.

The following resolutions were adopted:

RESOLUTIONS.

Resolved, That this association do not at this time indorse the Equity Co-operative Exchange or the Chamber of Commerce of Minneapolis, but do heartily indorse the advisability of securing a selling agency at the terminal markets under the control and supervision of the co-operative farmers of the northwest.

Resolved, We emphatically recommend Federal inspection and grading of grain under Federal supervision under strict civil service rules.

WHEREAS, There exists in the minds of the farmers a belief that conditions and practices exist in the terminal markets detrimental to our interests in the marketing of grain,

Resolved, That we request the Department of Agriculture to fully investigate the conditions relating to the selling and dealing in grain through the Commercial Exchanges at terminal markets and report their findings to Congress.

Resolved, That we use our efforts in creating some method by which the produce of our section of the state can be exchanged for the products of any other section of the state on a reasonable freight basis.

Lowell Hoyt & Co.'s wall calendar bears a Christmas message and on each monthly sheet are well selected verses by Ella Wheeler Wilcox, Walt Mason, John Boyle O'Reilly, James Whitcomb Riley, Owen Meredith and other good authors. The typographical work in green, red and black is of the excellent quality usually seen only on small calendars.

THE MOISTURE test seems to aim to dry out the grain to a minimum at once so far as values are concerned, and not wait until June or July and let Nature season it. We have not gotten adjusted to that method yet, and it will cause confusion until we do.—A. P. Powers, Sullivan, Ill.

Feedstuffs

LeBar & Michaels, Stroudsburg, Pa., have doubled the capacity of their feed mill.

John T. Gibbons, New Orleans, La., has registered the word "Besto" as a trademark for his molasses feed.

Shubert & Wingert, Ottawa, Kan., have leased an additional building to take care of their growing feed business.

G. C. Katsel recently purchased the feed mill of W. G. Barlow at Lamont, Wash., and will make numerous improvements.

The Big Four Milling Co., Cleveland, O., which specializes in feed milling, recently increased its capital stock from \$25,000 to \$50,000.

Several hundred tons of Argentine bran were offered recently at New York at prices 3@4c per 100 lbs. under the price for American bran.

The J. H. Murphy Feed Co., Chicago, Ill., was recently incorporated for \$50,000 by J. H. Murphy, and will build a plant for drying brewers' grains, to have a capacity of 8 to 10 carloads per day.

Millfeed shipments from Minneapolis during the first ten months of 1913 totaled 494,985 tons, compared with 769,602 tons shipped during this period in 1912, and 506,798 tons shipped during the first ten months of 1911.

The Halliday Elevator Co., Cairo, Ill., as a trademark for its line of feedstuffs has recorded a diamond-shaped device, having an "H" in the center and the words "Halliday Elevator" making up the sides of the diamond.

A package of kafir flour was sent as a wedding present to Mrs. Jessie Wilson Sayre by Otto Weiss, pres., Otto Weiss Alfalfa Stock Food Co., Wichita, Kan., who received in return a personal note of thanks from Mrs. Sayre and an engraved announcement of the wedding.

Corn cobs were sold last season in car-load lots by Ohio dealers who so far this season have been unable to secure buyers. Feed mixers needing a vegetable product to give bulk to their product will confer a favor on grain dealers in the corn belt by taking the waste cobs off their hands.

The most striking thing about the corn situation this year is the fact that practically the entire shortage exists in the seven surplus states in the heart of the Corn Belt—Indiana, Ohio, Illinois, Missouri, Iowa, Kansas, and Nebraska. These states are stock raising states, shipping only a small surplus of their corn.

Northwestern millers generally after Jan. 1 will add the words "with ground screenings not exceeding mill run" to the labels covering their feedingstuffs. Thus bran will be labeled "bran with ground screenings not exceeding mill run." This label, it is believed, will comply with the federal law and all state feedingstuffs laws.

They actually consumed last year more corn than they raised this season. The consumptive requirements of the country are enormous, as shown by the disappearance of the record 1912 crop, leaving only a little more than normal reserves on Nov. 1. We think this is a good year to buy feed for deferred shipment.—Edgar-Morgan Co.

In the feed business the dishonest, insincere and untruthful man has been very prominent, especially so in the early days of the crushed feed industry. In fact, so insidious has he been in his unscrupulous work that progress in education in the advantages of crushed feed has been greatly retarded. Thanks, however, to the continued efforts of honest salesmen, the true merits of honest feed are rapidly being recognized, and the user is becoming educated in knowledge of values.—Edgar-Morgan Co.

The branding of millfeeds was discussed at a meeting Dec. 10, at Wichita, Kan., between Kansas and Oklahoma millers and Prof. L. A. Fitz, Kansas Feed Inspector. L. McLennan, state feed inspector of Oklahoma, was unable to be present, but wired that any agreement reached at the meeting would be accepted by him. After long discussion, a resolution was passed requesting Prof. Fitz to send a letter to Sec'y Topping of the Southern Kansas Millers Club, advising that the following labels would be acceptable to the Kansas Feed Control Department: "Wheat bran with screenings (not to exceed 8%);" "Wheat shorts with screenings (not to exceed 8%);" "Wheat white shorts with screenings (not to exceed 8%);" "Wheat mixed feed (ingredients, bran and shorts with screenings not to exceed 8%)." Another resolution asked that, in order to attain uniformity, all states adopt the No. 4 tag for their feed inspection tags, each state to adopt a distinctive color.

W. J. HYNES OF OMAHA.

W. J. Hynes was recently elected pres. of the Omaha Grain Exchange.

Mr. Hynes was originally a Hastings, Neb., man. For ten years he was in the employ of W. H. Ferguson. In 1902 he went into the grain business at Hastings on his own account, and two years later he moved to Omaha. He is pres. of the Hynes Elevator Co., which operates fourteen country elevators in Nebraska and eight in Iowa.

A portrait of Mr. Hynes is given herewith.



W. J. Hynes, New Pres. of Omaha Grain Exchange.

ANNUAL DINNER OF WEIGHING Department.

Good food, good fellowship, and good speaking were in abundance at the twelfth annual dinner of the Chicago Board of Trade Weighing Department, given Friday evening, Dec. 13, at the Auditorium Hotel.

The banquet itself excelled even the high standard heretofore set by these dinners. Between courses Otto J. Kloor led the guests in the singing of popular songs.

After demi-tasse had been served and cigars lighted, Mr. Foss welcomed his guests and spoke in high terms of the loyalty and enthusiasm of both the men in the Weighing Department and those of the Board of Trade coming in contact with this department. He reviewed the dinners given in past years and said he regretted only one thing, that he did not think of giving an annual dinner until three years after he took office.

Walter Felt in an address entitled "The Functions of an Efficient Grain Weighing Bureau," gained prolonged applause from his audience. From Mr. Felt's speech we take the following:

THE FUNCTIONS OF AN EFFICIENT GRAIN WEIGHING BUREAU.

Preliminary to taking up the subject assigned me, "The Functions of an Efficient Grain Weighing Bureau," some little historical matter might prove of interest as showing the evolution of our present methods of weighing and protecting the accuracy of weights.

Scales of various types and patterns for weighing commodities of different kinds were a necessary factor of the earliest civilization, and in their simpler forms were universally used even in the days of the Old Roman Empire; and yet, scales for weighing grain in bulk are of comparatively recent origin. Perhaps there are grain men here tonight whose fathers, as grain dealers, dealt extensively in grain on the basis of the uncertain and unsatisfactory measure standard. Even in this era of modern weighing equipment, hay in bulk and ear corn are sometimes bot and sold by measurement. As to the reliability of any measure standard, I am reminded of a question I once asked a country hay buyer. I said to him, "How do you figure the amount of hay in a stack of certain dimensions?" He answered, "That depends; are you buying or selling?"

Our present grain measure standard is the product of an Englishman named Winchester, and was first standardized by the government of England some hundreds of years ago. For want of a better standard, the Winchester bushel was also adopted by the government of our United States for the guidance of its people. It is true that the weights of corn, of good quality, can be determined with reasonable accuracy by use of this measure standard, but the Winchester, or the United States standard, bushel for determining quantities of other grains, such as 60-lb. wheat, 32-lb. oats or 48-lb. barley, cannot be relied upon and is very inaccurate. Therefore, as corn is an American product, I have often wondered what kind of grain our English ancestors could have used in determining the cubical contents of their measure standard. Our English friend, Winchester, was up against a real problem in determining such cubical contents, for the specific gravity of grain is constantly varying. Moisture, pressure and quality, which are not constant quantities, even in a single lot of grain, make a measure standard unreliable when checked by weighing. Then, again, I feel that this practice of guessing at the amounts of grain loaded by shippers causes more or less estrangement between buyers, sellers, terminal weighmasters and carriers, and therefore should not be encouraged.

There is a great diversity and conflict in the laws of the various states in reference to weights and measures, thus often causing much confusion and ill-feeling among the commercial men of different states.

I can find no record to indicate the date that the measure standard was generally discarded for the weighing machine. The picture of the loading of the first cargo aboard the brig Osceola, the first boat to carry bulk grain from Chicago, would suggest that, perhaps, this cargo was measured

instead of being weighed, for it shows that the grain was run through the outside spout into boxes holding four bushels, and then carried and dumped into the hold of that little sailing craft.

The Board of Trade of the City of Chicago received its charter from the state in the year 1850. The organizers of this progressive commercial institution must have been aware of the need for a department of weights as a medium of settlement between buyers and sellers of grain and seed, as the Board of Trade's charter granted that organization the right to maintain weight supervision. It was not until years afterwards, however, that the Board saw fit to institute such service; and it has only been within the last two decades that the Board's grain weighing supervision has been extended to cover the inbound and outbound grain movement at all of Chicago's elevators and industries. Perhaps some people do not know that the Board of Trade maintains two weighing departments—one for grain and the other for meat products.

As the grain trade knows, Chicago was the first market to inaugurate and maintain an effective grain weighing service. In fact, the organization of weighing and the systems in vogue at practically all of the larger terminals were copied after the weighing department of the Chicago Board of Trade. Chicago was also first to introduce and adopt the car-picture method of reporting grain leakage evidence, which has been copied by weighing departments and railroads everywhere; it was first to inaugurate a campaign of education among railroads and shippers on the important question of car equipment and how shortages can be prevented; it was first to inaugurate its own scale inspection service; it was first to make war on the pernicious after-sweeping practices, authorized and unauthorized; it was first to inaugurate an effective policing service; it was first to see the injustice of, and to eliminate, weight dockage tolerations; it was first to recognize the fact that a weight certificate, certifying to the accuracy of the weight of grain to and from car or water craft, is misleading unless the weighing department's supervision covers the car, its condition and seals, and the unloading and loading of the grain, as well as the weighing; it was first to secure the co-operation of the terminal elevator man, the carrier and the shipper in eliminating causes conducive to loss, waste, neglect and inaccuracy. And in doing all these things the Chicago Board of Trade's weighing organization, under the guidance of Mr. Foss, was merely performing "The Functions of an Efficient Grain Weighing Bureau."

G. W. Jeffries interrupted the program with a "little matter of business." He apologized for introducing "shop talk" at a festival, but stated that the boys of the department felt that several reforms should be made in the rules governing the Chief Weighmaster. He then read a long list of proposed rules. Needless to say the "rules" were all humorous.

B. E. Roberts, accompanied by Walter Weick and assisted by the Weighmaster's Glee Club, sang in pleasing fashion; and Otto Schmidt played Nowling's "O'er the Billowy Sea" on a trombone.

Several gifts were next exchanged with due ceremony and considerable poetry. Charles Peterson received a good-sized roller skate with a poem pointing out the advantages of this means of locomotion over his (too) well-known motorcycle. The spokesman in this instance, W. I. Saunders, was much amazed to receive in turn an enormous blow-gun, an automobile horn mounted on a bellows, from the hands of Duncan Boden.

A. W. Taylor entered in the dress of a Scotch highlander and playing a bagpipe. He marched thru the room to the seat of Duncan Boden, and in a spirited and highly rhetorical address, presented the bagpipe to him as an expression of affection on the part of the "boys" for the "Poet of the Department."

Edward Andrew, pres., Chicago Board of Trade, gave Mr. Foss and the Weighing Department high praise, praise based on his acquaintance with the workings of this department after years of service on

the Board's weighing committee and in other official positions.

S. S. Tanner, Minier, in his usual effective style spoke of his long personal acquaintance with Mr. Foss and of the confidence on the part of Illinois shippers in the honesty and integrity of "Gus" Foss and the Chicago Weighing Department.

M. W. Waters spoke of the dangers of adverse legislation which now threatens the grain exchanges and of the necessity of playing "with all of the cards on the table" in dealing with the public. He characterized public opinion as the greatest force in America. He also paid high tribute to the character of Mr. Foss.

The hour had grown quite late, and Mr. Foss ended the dinner with a hearty thanks to those present and a wish for a Merry Christmas and Happy New Year to all.

CLAIMS for loss, damage or delay of freight must, according to a recent decision of the U. S. Supreme Court, be made in writing to the carrier at the point of delivery or the point of origin within four months after delivery of the property; or, in case of failure to make delivery within four months of the time needed for delivery. Many railroad companies have recently changed their practice in regard to this condition of the uniform B/L, and are now refusing to consider any claims filed after the expiration of the four months prescribed in third paragraph of Section 3 of conditions on the back of uniform B/L, hence it behooves shippers to file all claims promptly, and in cases where they are not able to obtain all necessary papers within four months, to file a claim upon the expiration, and perfect it afterwards. It does not seem right that shippers should be given so little time in which to secure the papers necessary to authenticate a claim. By protesting to the members of Congress and to the members of the Interstate Commerce Commission, changes can be effected in the B/L so as to give all the time necessary to perfect claims.

A 30,000-BU. MONTANA ELEVATOR.

The Rocky Mountain Elevator Co. recently put into operation at Big Sandy, Mont., a thoroughly up-to-date country house.

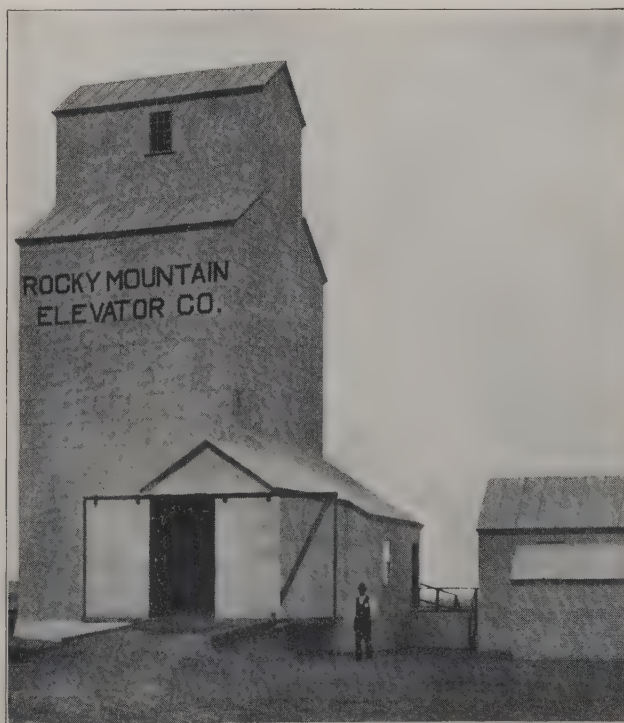
The main building is 24 by 30 ft. and 40 ft. to the eaves, of cribbed construction covered with galvanized iron. The house is provided with twelve bins. Six flat bottomed bins on the sides have a total capacity of 25,000 bus., and six hopper-bottomed bins over the working floor have a total capacity of 5,000 bus.

The equipment includes one 8-ton Fairbanks, Morse Dump Scale, with 16-ft. platform; 100-bu. Fairbanks, Morse Hopper Scale, one stand of elevator legs with 5 by 11 in. cups spaced 18 in. apart, loading spout, manlift, and a Fairbanks, Morse 8 h. p. gasoline engine equipped with magneto and circulating pump.

The building housing the office and engine room is 12 by 20 ft. and is 10 ft. from the elevator. This building is covered with steel siding.

The photograph reproduced herewith gives a good idea of the layout and also shows W. A. Schurmann, the local agent of the Rocky Mountain Elevator Co.

WE CAN see no elements for a bull wheat market in the outlook at present. We have overstayed our market abroad and our competitors now have the advantage, public apathy is marked and we are right on the holiday season to further distract their attention. Sentiment may mark prices up, but it requires dollars to maintain them. We feel that until outside interest enters the market on the buying side, any attempt to bull the market will prove futile. Sentiment is so unanimously bullish that the market will become overbought from time to time and decline of its own sheer weight. We therefore favor sales of deferred futures on all hard spots.—Finley Barrell & Co.



Rocky Mountain Elevator Co.'s House at Big Sandy, Mont.

Seeds

New Richland, O., Dec. 13.—Clover seed good.—I. C. Miller & Co.

C. C. Norton's Sons, Greenfield, O., recently installed a seed cleaner.

The Lima Grain & Seed Co., Lima, O., is not handling any seeds at present.

A. V. Cawood, Robinson, Ill., suffered a \$200 fire loss in his seed store on Dec. 16.

A. R. Hamlin, Malvern, Ia., has purchased the seed business of J. F. Summers.

Huron, O., Dec. 12.—Clover seed light crop; not enuf for home use.—J. Stryker & Son.

New Madison, O., Dec. 2.—About enuf clover seed raised for home demand.—D. L. Mote.

J. Oliver Johnson has moved his wholesale seed business at Chicago, Ill., to 1661 N. Leavitt St.

White Tail, Mont., Dec. 8.—The main crop here is flax; yield 3 to 10 bus.—Gilbert Overland.

Maria Stein, O., Dec. 12.—Clover seed crop good; almost all in farmer's hands.—Henry Kramer, agt. Myers & Patty Co.

Convoy, O., Dec. 9.—The seed trade has been dull, but with the sharp advance in clover seed we expect that many farmers will sell their seed.—Niezer & Co.

In Ohio 37% of the area sown to clover was cut this year for seed, with an average yield of 1.41 bus., according to the Dec. 1 report of the Ohio Agricultural Commission.

The Holmquist Grain & Lumber Co., Bloomfield, Neb., has erected pop corn cribs and now has 100,000 lbs. of good quality pop corn in store. J. W. McCourt is the local agent.

Mammoth and red clover seed have advanced \$1 and \$1.50 a bu. during the past few days on the Indianapolis market because of the keen demand. Alsike is also \$1 a bu. higher.—C. L.

Wauseon, O., Dec. 22.—The clover seed is considerably damaged by excessive rains. Much of it is lying out in the fields unhulled. The farmers are holding their seed and are not selling freely.—Hanson & Bresler.

The Barteldes Seed Co., Denver, Colo., has recorded with the Commissioner of Patents a circular brand, bearing a flowery design and the words: "Western Seeds for Western Planters", as a trade mark for its seeds.

Greer, O., Dec. 12.—We expected the largest clover seed crop in several years, but are very badly disappointed as we shall only have an ordinary crop, with lots of fields lying in windrows and never touched.—C. V. Banbury.

Toronto, Ont., Nov. 1.—The second growth of clover in Ontario did better relatively for hay than for seed, for altho the heads at one time gave much promise, the later summer drouth seemed to prevent satisfactory filling, and there was consequently a light yield of seed. The drouth had also compelled many farmers to pasture some of the clover seed fields. Hardly any injury from midge is reported. Alsike and alfalfa did better than clover for seed.—W. O. Galloway, sec'y, Buro of Industries.

Sixty Day oats are the very best variety for South Dakota, according to Prof. A. N. Hume, State Agronomist. The grain is a little off color; but the yields obtained and the early maturity more than compensate for this disadvantage.

The number of seeds in a bushel of clover seed was recently calculated by Arch Spurgin, a seed dealer of Columbus, Ind., to settle a dispute. By weighing a small quantity, he found that there are 294,000 seeds to a pound and 17,640,000 seeds to a bushel.—C. L.

Columbia, Mo., Dec. 15.—The clover seed acreage for the state is placed at 12,626 acres; 15% short of that of 1912; yield per acre 1.43 bus., making a total yield of 18,055 bus. Timothy seed acreage was 5,769 acres; 31% of 1912 acreage; yield per acre 2.8 bus.; total yield 16,133 bus.—Missouri State Board of Agriculture.

The Western Trunk Lines in supplement No. 15 to Circular I-J establish a charge of 1¼c per 100 lbs. on carload shipments of seeds handled at Chicago freight houses. Such shipments will be unloaded from cars by railroad employees and piled in freight houses without sorting and with the end of each sack exposed. Delivery will be made on proper orders as if delivered from car. No partial deliveries of a carlot will be made. This rule was originally put into effect Sept. 1.

The high price for March clover seed last season was in January but cash seed in retail way was higher late in April. Supplies were exhausted, home and abroad. That was the solid foundation for this season. Early prospects were excellent. It encouraged free selling and depressed prices to a bargain basis. Farmers who have paid twelve and fifteen dollars for several seasons were asked to sell around five dollars. They refused. Crop home and abroad turned out smaller than expected and there was a steady advance of over three dollars. Our advice this month has been to realize on the extreme bulges and buy only on the breaks. Ten dollar seed is different from six and half. It is too early to make radical January guesses. We are naturally conservative. Much will depend upon the amount imported. We have seen the lowest prices for this season but hardly our highest. Reactions are healthy. Receipts should soon be smaller. Shipping demand should soon increase.—C. A. King & Co.

The average yield of clover seed in Wisconsin was 2.8 bus., compared with 2.7 bus. in 1912; quality 93.8%. Timothy seed produced 6.1 bus. per acre; compared with 6 bus. last year; quality 96%. 85.8% of the clover seed and 87.2% of the timothy seed still remain in farmers' hands. The timothy acreage is 96.8% of an average, condition 98.5%; clover acreage 98.8%, condition 97.8%; alfalfa acreage 103%, condition 96.4%.—James C. MacKenzie, sec'y, State Board of Agriculture.

Ottawa, Ont., Nov. 26.—Timothy seed this year is somewhat below the average in quality; red clover is above the average; and alsike seed also seems to be better than last year, judging from the 1,400 samples received at the Canadian Government Laboratory at Ottawa, Ont., since Sept. 1. In Eastern and New Ontario the seed crop is an average one, with quality considerably better than usual. Grasses and clovers are good, excepting in the Ottawa and St. Lawrence Valleys, where both clover and timothy were badly winter-killed. On account of this injury,

Eastern Ontario will be short of seed. There will be an abundance of seed oats available. In Western Ontario the clovers are below the average in yield but above the average in quality. In Western Canada grasses suffered somewhat from lack of moisture, especially in Manitoba, where the crops of western rye grass and brome were light. In most cases, however, there is sufficient seed to meet local demands.—George H. Clark, Canadian Seed Commissioner.

From the Seed Trade.

HOLSTEIN, IA., Dec. 9.—The acreage of seed crops will probably be the same as last year. The past season's clover and other grass seeds gave better yields than the previous year. Not much seed will be carried over. Farmers are holding clover seed for higher prices.—Allen Joslin.

RICHMOND, VA., Dec. 12.—Practically no clover seed was saved this year in Virginia, Maryland, and Pennsylvania. Last year a good crop was produced in these states. This shortage is going to make a heavy demand in the spring for clover seed from sections in the East which last year were supplied by home-grown seed.—T. W. Wood & Sons.

LONDON, ENG., Dec. 8.—The red clover seed in southern, central, and eastern Europe, and in America turned out below expectations. Instead of having a surplus, which at one time seemed likely, America has imported several thousand bags from Europe. England, France, and Chile are the only countries with a surplus. The Chilean seed is not as large in grain nor as clean as formerly, and is unsuited to those countries that object to dodder. The quality of the French seed was very fine in the early part of the season; but the major portion of the good qualities has been consumed. The English seed is not as bright in color and appearance as the French and American seed, but is fully up to average in purity and germination. The Continent has been and still is a free buyer of English red clover. The crop of meadow foxtail was light and was costly to clean.—C. W. LeMay & Co.

SALT LAKE CITY, Dec. 19.—We probably have the largest crop of alfalfa seed in the history of the state, both in quality and quantity. Have an increase over former years of 80% on red clover, which is an exceedingly fine crop. Timothy about 60% of the crop of last season, and of alsike we will market about 15 cars this season against one last year. Owing to the fact that most of our seeds are produced under irrigation, giving us absolute control over the crop at all times, we produce much superior quality than in sections where irrigation is not practiced. Of garden and field peas there were something like 450 to 500 cars produced in our territory. This industry was started five years ago on a very small scale. Owing to the splendid climate of warm days and cool nights, which is very essential to the production of seed peas, many eastern houses have established branches here and are contracting annually for large acreages. This is the first season that seed beans have been tried, and we are advised that both the growers as well as contractors are well pleased with the result, and we look for a large increase from now on.—Vogeler Seed Co.

HAMBURG, GERMANY, Nov. 26.—From present indications Europe will not secure more than an average crop of clover seed this year. About 75% of the seed is of beautiful color and good grain; the rest

is more or less stained by rain but bold grained. The future trend of the market will depend upon whether or not America is going to import fine qualities from this side on a large scale. The white clover crop on the Continent is not nearly so large as last year and is more or less rain-stained. The English crop is a remarkably good one but is not large enough to offset the Continental shortage. The Russian alsike crop was a singularly good one, and all of the other European countries secured satisfactory crop returns, exceeding by far those of former years. A high level of prices for this seed is not warranted, in spite of the poor crop in the United States, because of the fair crop produced in Canada. The European crop of alfalfa seed turned out much smaller than last year. Indications are now that the timothy seed crop will be fair this year, as will also orchard grass seed. The output of meadow fescue is not as good as last year and we look for higher prices when the consumptive demand begins buying. The rape seed crop made a good average outturn.—R. Liefmann Sons Successors.

WISCONSIN SEED LAW.

The Wisconsin seed inspection law, which was passed in 1909, was amended by the Legislature of 1912-1913, and a number of important changes were made.

Section 1494x has been revised so that now the place where the seed was grown must be shown on the label for small grains, corn, and alfalfa seeds. Buckwheat is also added to the list of agricultural seeds.

In the list of noxious weed seeds, Russian thistle, velvet weed and star thistle have been dropped, and Indiana mustard and alfalfa dodder added.

Paragraph 4 of Section 1494x requires that, where the impurities exceed 2%, the approximate percent of each impurity must be shown on the label accompanying the seed. However, the percentage of each kind of inert matter is no longer required, altho the total percentage must be shown if over 2%. Furthermore, if 5% or more of any other kind of agricultural seed is mixed in the seed offered for sale, the name and percentage of such seed must be shown on the label.

Seed will be considered as misbranded when any seed of low value is substituted for a more valuable seed or when seed grown in some other state is sold as Wisconsin seed. Seed inspectors are empowered to take any steps necessary to secure evidence as to fraudulent dealing, and to prosecute dealers selling seed which is not true to label in any respect.

Copies of the law and circulars of information may be obtained from A. L. Stone, State Seed Inspector, Madison.

GRAIN ELEVATOR operators who turn grain of different grades and degrees of cleanness into the same bin and then load it into cars without cleaning, will often be disappointed in the grading of their shipment at the terminal, because as they draw the grain from the bin into the car the heavier and better grain will invariably run down from the bin first, the poor remaining and running out on the top of the last load. Shippers who use a power loader generally mix their grain so thoroughly as it goes into the car that they do not experience as much trouble from this source as others, but it would be much better if all would clean grain as received.

PENNSYLVANIA PURE SEED LAW.

Sec. 1. No person or corporation shall offer, or expose for sale any of the following named seeds, in Pennsylvania, containing any of the seeds of dodder or Canada thistle in excess of 1 seed in 3,000, and which do not conform to the following standards of purity, as determined by weight:

For medium red clover, mammoth red clover, crimson clover, alfalfa, timothy-grass seed, barley, spelt, wheat, buckwheat, oats and rye, 97% pure.

For alsike clover, perennial rye-grass, German millet and Hungarian millet, 95% pure.

For white clover, 90% pure.

For redtop grass, solid or hulled, 85% pure.

For Canadian blue-grass, orchard grass, Kentucky blue-grass, and redtop grass, unhulled, 75% pure.

Sec. 2. It shall be the duty of the Sec'y of Agriculture to receive samples of seeds from any grower, seedsmen or corporation who shall send such sample to the department for examination; and said sec'y shall have sample or samples of seeds examined and analyzed in conformity with the provisions of this act and the standards fixed by the regulations provided for herein. Said examination and analysis shall be made, and reports submitted, showing the condition of the same with respect to the percentage of purity, and freedom from dodder and Canada thistle, to the sender, within 15 days after the sample is received. A fee of 25 cents shall be paid for each examination and analysis, when the sample is submitted, and all moneys so received shall be covered monthly into the State Treasury by the Sec'y of Agriculture. For the purpose of this act, the sample of seed shall consist of not more than 4 ounces, nor less than 2 ounces, of the seed to be examined. The sample submitted shall have affixed thereto distinctly printed or plainly written in English a statement certifying the name of the seed and the full name and address of the grower or seedman, or person or firm or corporation submitting sample for examination and report.

Sec. 3 provides \$10 to \$25 fine for violation of Sec. 1, and empowers the Sec'y of Agriculture to collect samples and publish results of analyses. Owners of seeds are given privilege of being present when samples are taken.

Sec. 4 provides a penalty for interference with the state samplers.

Sec. 5. The provisions of this act shall not apply to seeds, as defined in this act, marked "not clean" and shipped to some market or seed merchant to be cleaned and graded before being offered or exposed for sale, or to seeds being held in storage for the purpose of being cleaned and graded.

Sec. 6 provides for expenditure of not exceeding \$4,000 per year to enforce the law.

Sec. 7 gives jurisdiction to city magistrates.

Sec. 8 makes the act effective Jan. 1, 1914.

This law was approved by Governor Tener Apr. 29, as Act 84 of the General Assembly.

WHEAT FEEDING in southern Nebraska, Kansas and Oklahoma is very likely to be over estimated, as few farmers will feed choice milling wheat when pasturage in the winter wheat fields is so easily obtainable.

NEED PURE SEED LAWS.

Every state in the Southwest should have a pure seed law. When a farmer buys seed of some specific variety, he has or should have a moral and legal right to recover damages if some other less valuable kind is sent him under a false label. Such a law is needed in Texas and every other state. Some seed dealers who are opposed will say that they favor a national seed law, but not a state law. We need both. One is not a substitute for the other, as every seedman and lawyer knows.

A commonsense seed law requiring the correct labeling of all seeds will embarrass no one except the dishonest, indifferent and ignorant seedman. It will put him out of business. It will protect the legitimate seed business and seed buyers. It will encourage the improvement of all seeds and a wider and more intelligent use of varieties suited to our climate.

I am not in favor of a law burdened with fines and penalties, nor one that has its teeth knocked out by limiting the influence of the pure-seed commissioner. The seed laws that have been most beneficial are very simple and give the seed commissioner great latitude in advising the people about the results secured from tests made of seeds offered for sale in the state.

We want in every state a seed law that will be fair and helpful to the buyer of field seeds, to the seed grower and breeder, and to the seed dealer.—A. M. Ferguson, Sherman, Tex.

COMPLAINTS of dirt in spring wheat continue to reach us, and one Minnesota contributor to our "Crop Reports," this number, estimates the average dockage at more than four pounds. In other words, 6 per cent of the average load received at his elevator was dirt, for which the farmer was not paid. If the dirt could be eliminated at the threshing machine, the farmer's grain would grade better and he would be saved the expense of handling the dirt and hauling it to market, and the elevator man would be relieved of the necessity of taking it out before loading grain into car or paying freight on the dirt when he did load it in a car.

Toledo Seed Movement.

Toledo received and shipped during the week ended Dec. 20, as compared with the previous week and the corresponding week of last year, the following bags of seeds:

	Receipts.		
	Clover.	Timothy.	Alsike.
Week Dec. 20.....	4,270	1,216	580
Week Dec. 13.....	2,750	1,100	20
Week Dec. 21, 1912	623	1,799	31
To date on crop..	34,056	21,650	4,829
1912 to date.....	34,087	39,815	3,905
	Shipments.		
	Clover.	Timothy.	Alsike.
Week Dec. 20.....	207	None	459
Week Dec. 13.....	987	120	188
Week Dec. 21, 1912	961	261	53
To date on crop..	13,332	8,940	...
1912 to date.....	6,697	25,425	...

Seed Movement at Chicago.

Receipts and shipments of seeds, in pounds, at Chicago during the week ended Dec. 20, compared with the movement during the corresponding week of last year were:

	Receipts.		Shipments.	
	1913.	1912.	1913.	1912.
Timothy	586,000	434,000	530,000	348,000
Clover	350,000	93,000	163,000	188,000
Other grasses	617,000	249,000	215,000	467,000
Flax (*)	326,000	350,000	.....	2,000
Broom corn..	258,000	1,768,000	226,000	222,000

(*) Bushels.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The elvtr. of the Cunningham Com's'n Co. burned at 2:30 a. m., Dec. 13; loss, \$60,000; insurance, \$45,000. The loss includes \$35,000 on the building and \$25,000 on the grain, flour and feed stored in the elvtr. As soon as the insurance is adjusted a new plant will be built.

CALIFORNIA.

Corcoran, Cal.—Geo. H. Cutler, Jr., of San Francisco is reported to be contemplating entering the grain trade in this city.

CANADA.

Winnipeg, Man.—The Canadian Malting Co. will build an \$18,000 malt house.

Qu'Appelle, Sask.—John Murray is now mgr. of the elvtr. of the W. A. Caswell Co.

Moose Jaw, Sask.—A large flax mill will be built adjoining the new government elvtr.

St. George, Sask.—H. Nelson has succeeded A. V. Lenz as buyer for the British-American Elvtr. Co.

Moose Jaw, Sask.—Herbert J. Snodgrass is sec'y of the recently organized Moose Jaw Grain Exchange.

Stalwart, Sask.—The elvtr. of the Western Canada Flour Mills Co., containing 22,000 bus. of wheat, burned Dec. 6.

Grand View, Man.—The elvtr. of Grain Growers Grain Co. at this station, containing 30,000 bus. of wheat, burned recently.

Point Edward, Ont.—The new elvtr. of the Grand Trunk Ry. Co. will be exempt from taxation by ordinance of the village council.

Creelman, Sask.—The elvtr. of the Western Canada Flour Mills Co. at this station, containing 30,000 bus. of wheat, burned Dec. 5.

Port Colborne, Ont.—The capacity of the elvtr. of the Maple Leaf Mfg. Co. will be increased from 800,000 to 1,500,000 bus. next year.

Calgary, Alta.—The building of a government elvtr. at this point has been definitely decided and Com's'ner Foster is having plans prepared.

Port Colborne, Ont.—H. Henry Farrar has been awarded damages to the amount of \$1,500 for injuries received while in the employ of the Maple Leaf Mfg. Co.

Herbert, Sask.—H. W. Kopplin was found guilty of setting fire to the elvtr. of the Royal Elvtr. Co. at this station, June 30, and was sentenced to 3 years' imprisonment.

Palmer, Sask.—P. A. Highum is building an 18,000-bu. elvtr. with one stand of elvtrs., International Engines and Fairbanks Scales. C. E. Bird & Co. are doing the work.

Shaunavon (Gull Lake p. o.), Sask.—W. W. Rogers, formerly mgr. of the elvtr. of the Lake of the Woods Mfg. Co., has been transferred to the company's plant at this point and will be in charge.

Port Nelson, Ont.—It is reported that there will be no immediate work done on the terminal for the new Hudson Bay R. R. at this point. This will probably delay the erection of a government elvtr. here.

Gravelbourg, Sask.—P. A. Highum, formerly of Froid, Mont., and C. O. Highum are now operating grain elevators here and at Palmer, firm name Highum Bros., and have an elvtr. under construction at Mossbank, main office at Gravelbourg. C. O. Highum is manager of elvtr. at Palmer and I manage the elvtr. here.—P. A. Highum.

Shaunavon (Gull Lake p. o.), Sask.—The Matheson Grain Co. has just started to build a 30,000-bu. cribbed iron-clad elvtr., and expects to have it completed by Jan. 10. The Harper Construction Co. has the contract.

Moose Jaw, Sask.—Work is progressing nicely on the 3,500,000-bu. government terminal elvtr. The plant of the International Linseed Oil Co. is all under roof, and the machinery will be installed soon.—Jno. T. Snodgrass.

Dummer, Sask.—R. E. Haywood of Ron-leau has just completed a 35,000-bu. cribbed, iron-clad elvtr. The equipment includes Fairbanks Scales, 8-h.p. Fairbanks Engine, Vulcan Manlift. The Harper Const. Co. did the work.

Ft. William, Ont.—Alvin Long was caught in the conveyor belt in the elvtr. of the Grand Trunk Pacific Elvtr. and so badly injured that he died on the way to the hospital. His left arm was torn from his body and his head crushed.

Moose Jaw, Sask.—The Barnett & McQueen Co., Ltd., recently ordered four of the larger size Richardson Oats Separators manufactured by the Grain Separator Co. to be installed in the government elvtrs. to be built at Saskatoon and Moose Jaw.

Vancouver, B. C.—We have opened offices in the Pacific Bldg. and hope to do an active business. Our officers for 1914 are J. E. Hall, pres.; C. S. Meek, vice-pres.; J. Sclater, treas.; W. H. Ker, F. Allen, G. E. Macdonald, C. E. Merritt, R. J. Crombie, H. V. Sharples and E. W. McLean, executive council.—C. P. Fegan, sec'y Vancouver Grain Exchange.

Fort William, Ont.—The total receipts of grain, including wheat, oats, barley and flaxseed, at this point and Port Arthur during September, October and November were 115,570,590 bus., compared with 67,367,592 bus. in 1912. Over 70% more grain was received than during last year. The total shipments for the past season were 96,434,120 bus., compared with 60,501,012 bus. last year, an increase of 60 per cent. The total receipts of wheat alone were 83,541,742 bus., compared with 49,715,737 last year, and the total shipments were 70,190,910 bus., against 45,252,283 last year.

Regina, Sask.—At the annual meeting of the stockholders of the Saskatchewan Elvtr. Co. the financial report showed a profit of \$167,926 for the year. The total revenue for the year was \$600,923.61, and the total expenses \$432,996.75. Commissions received amounted to \$103,041.99; grain accounts, \$334,106.44, and storing and handling charges, \$163,685.18. The assets of the company are placed at \$1,709,487.57, the elvtrs. representing \$1,289,928.87. The authorized capital stock is \$2,000,000 of which \$1,514,350 has been subscribed and \$227,152.50 has been paid. The government interest amounts to \$1,205,843.44.

Winnipeg, Man.—Considerable opposition to the establishment of a sample market in this city developed at a recent meeting of the Northern Saskatchewan Grain Growers Ass'n held in this city. It was contended that the mixing of grain at a sample market, such as exists at Minneapolis, is bound to create an unfavorable impression on the Liverpool market. Statistics presented, it is said, showed that farmers marketing grain at Fort William obtained better results than those dealing with the Minneapolis market. The Ass'n indorsed the action of the Canadian council of agriculture in asking that the tariff on wheat and wheat products imported from the United States be removed, so that the wheat of the western Canadian grain growers may be admitted under the provisions of the new United States tariff.

Calgary, Alta.—The Alberta-Pacific Elvtr. Co. is shipping Alberta grown oats to Minneapolis, paying 6c per bu. duty, and is said to be making a better profit than it could make if the oats were sold at home.

Fort William, Ont.—The working house and the tank foundations of the new elvtr. of the Western Terminal Co. have been completed by the Burrell Engineering and Constr. Co., which has the contract. As much structural steel work will be done this winter as the weather will permit, and active work will again be resumed Mar. 1. The Weller Mfg. Co. has the contract for all the conveying machinery and Fairbanks Morse Scales will be used.

Ottawa, Ont.—Twelve representative farmers from western Canada and Ontario presented the demands of the organized agriculturists of Canada for wider markets and lower tariffs to Premier Borden and his cabinet Dec. 17. The delegation included R. C. Hendersons, of Manitoba, head of the Council of Agriculture; G. F. Chipman, of the Grain Growers' Guide; T. A. Creerar, head of the Grain Growers' Grain Co.; E. C. Drury, W. C. Good and James McEwing, of the Ontario Grange; Roderick Mackenzie, sec'y of the Manitoba Grain Growers Ass'n; E. Carswell, and J. A. McHarg, of the Saskatchewan Grain Growers' Ass'n; Dr. Flett, of Regina; F. W. Green, Moose Jaw, and H. B. Corvan, of Peterboro. The delegation demanded, in part, that parliament accept all the offers of the United States of a free interchange of agricultural and animal products between Canada and the United States. That all foodstuffs not provided for in the above offer of the United States be transferred to the free list. That, pending the passage of legislation asked for herein, any duties now imposed under Canadian customs tariff, which are the means of countervailing duties being imposed against any food products of the country by any foreign country, be immediately removed. It contended that reciprocity, which still stands on the statute book of the United States, should be accepted by Canada. It also declared its strong opposition to further bonuses being granted to railways or industrial concerns. It was also asked that the Grain Act be amended, so as to transfer inspection and control of grain scales from the Inland Revenue to the Trade and Commerce Dept., under jurisdiction of the Railway Commission. Resolutions presented included the following: That the government appoint a general utility agt., whose task it should be to adjust disputes between farmers and commission houses and elevators. It was pointed out that the grain commission is not now in a position to consider such dispute, as it is now in the elvtr. business at the head of the lakes. The following protest was also presented: "Therefore be it resolved that we do hereby protest against the introduction of a sample market and do urge that no further steps be taken towards bringing the sample market into operation until those who are most interested, the grain producers, are agreed that the time has arrived when same could be safely and properly operated for the benefit of both producer and consumer." Premier Borden announced that the matter would be given consideration and the matter taken up in Parliament.

COLORADO.

Fort Collins, Colo.—A Farmers Congress will be held in this city Jan. 15-16 under the auspices of the State Agricultural College.

Sterling, Colo.—The Logan County Hay & Grain Co. has completed its elvtr. at this station. The P. H. Pelkey Constr. Co. had the contract.

Denver, Colo.—We are seriously considering the building of a substantial and up-to-date elvtr. at this market and also at stations in Northern Colorado, the houses to be located in the best soft wheat raising districts. Our trade in this commodity for shipment into that territory is increasing so rapidly that we now feel this move has become necessary.—E. E. Scott.

IDAHO.

Bancroft, Ida.—The Inter-Mountain Mfg. & Elvtr. Co. will build a 10,000-bu. elvtr.

Lewiston, Ida.—J. L. Rogers has succeeded Harry Kinsman with the Kerr-Gifford Co. S. Frank Allen has succeeded F. L. Lint as district mgr. for Balfour-Guthrie & Co., operating here as the Interior Warehouse Co.

Cambridge, Ida.—We have recently incorporated and many of our stockholders are stockholders in the Cambridge Farmers Commercial Co. We have taken over the warehouse of that company and will build a new warehouse in the spring. We have now two warehouses and an elvtr.—Salubria Mfg. Co.

ILLINOIS.

Hull, Ill.—Bradshaw Bros. will build an elvtr.

Rio, Ill.—The Rio Grain Co. has completed a new 12x32 ft. coal bin.

Peoria, Ill.—The plant of the Corn Products Co. in this city has been closed.

Mt. Auburn, Ill.—E. R. Ulrich & Son are not in the grain business here at present.

White Heath, Ill.—Wm. Murray has put a new concrete foundation under his elvtr.

Oswego, Ill.—William Cliggett will equip his elvtr. with 2 Hall Signaling Grain Distributors.

Mason City, Ill.—J. A. McCreery & Son have bot F. M. Hubbard's elvtr. on the C. & A. R. R.

Galesville, Ill.—I have succeeded Chas. Rice as mgr. for Roy H. Jones & Co.—W. E. Dillavan.

Peoria, Ill.—Geo. F. Thode and H. F. Cazez have been admitted to membership in the Board of Trade.

Bondville, Ill.—S. G. Crawford has notified his patrons that he will not store corn after Jan. 1 on account of the new law.

Buckhart, Ill.—We have covered our storage crib with galvanized and crimped iron roofing.—H. C. Ratz, mgr. Farmers Elvtr. Co.

Parkland, Ill.—We have completed a 60 ft. corn crib at this station. Henry Lonie is mgr.—R. R. Harbaugh, mgr. Smith-Hippen Co., Manito.

Plano, Ill.—The local elvtrs. have announced that they will not store grain after Jan. 1, in accordance with the new Public Utilities law.

Gerlaw, Ill.—A. H. Graham of Alexis has bot the elvtr. of the Ed Mezger Co. at this station and is in possession.—W. D. McReynolds, Norwood.

East St. Louis, Ill.—The semi-annual meeting of the Southern Illinois Millers Ass'n was held here Dec. 16, 40 members being in attendance.

Joliet, Ill.—Henry T. Truby will be mgr. of the recently incorporated Truby Co. which has taken over the old elvtr. of the defunct Truby Grain Co.

Rantoul, Ill.—In accordance with the new Public Utilities law the elvtr. men at this station have announced that they will not store grain after Jan. 1.

Alton, Ill.—A. F. Sparks of the Sparks Mfg. Co. is reported to be suffering from a dangerous eye disease. Mr. Sparks is on board his yacht in Florida waters.

Manteno, Ill.—Work on the elvtr. of the Farmers Elvtr. is being rushed. The new house will be operated by electricity and will be up-to-date in every respect.

Edwardsville, Ill.—T. F. Blake who recently resigned as mgr. of the Maney Mfg. Co., Omaha, Neb., has bot and will operate the plant of the Edwardsville Mfg. Co.

Osman, Ill.—We will install a new bucket belt and a new dump driveway, making minor improvements in drag and conveyor chains.—Curtis Cole, mgr. John Reardon.

Springfield, Ill.—Frank H. Funk of Bloomington has been appointed a member of the Railroad and Warehouse Com'n to succeed J. A. Willoughby who resigned.

Peoria, Ill.—Geo. W. Cole will take over the offices and business of the late James M. Quinn, retaining Theodore O. Jacobs as mgr. and Joe Purst as assistant mgr.

Hubely (no p. o.), Ill.—J. A. McCreery & Son of Mason City will build a 20,000-bu. studded elvtr. on the new extension of the C. & N.-W. Ry. Electric power will be used.

Pekin, Ill.—Officers of the recently organized Farmers Grain Co. are John Alfis, pres.; John Strickfadden, vice-pres.; Wilbur Sommer, treas. and Dan Strickfadden, sec'y.

Bradfordton, Ill.—Chas. A. Havey of Beggs & Havey, died recently at the age of 60 years. He had been in the grain business at this station for the last 28 years.

Manito, Ill.—We have built a dump at the mouth of the old canal in the Spring Lake district, to load corn from there on our barges.—A. R. Harbaugh, mgr. Smith-Hippen Co.

Gilson, Ill.—F. S. Brooks, mgr. of the Gilson Grain & Lbr. Co., is retiring from the business and I will succeed him as mgr. Jan. 1. I have bot an interest in the business.—W. R. Guyer.

Alton, Ill.—The Stanard-Tilton Mfg. Co. is having plans prepared for 24 concrete cylindrical grain tanks, 15.8 ft. in diameter and 70 ft. high. The elvtr will replace the house burned Sept. 12.

Morris, Ill.—The new reinforced concrete elvtr. of the Farmers Square Deal Grain Co. has been completed. The bins are rectangular and the work was done by the Younglove Constr. Co.

East St. Louis, Ill.—Fire again broke out Dec. 5 in the smoldering grain in the ruins of the Advance Elvtr. burned Oct. 5 and threatened surrounding property. It required 5 hours work to put out the blaze.

Alexis, Ill.—We have bot the elvtr. of the Farmers Elvtr. Co. for \$3,500. We sold our elvtr. at Gerlaw to A. H. Graham for \$7,500. We will improve the elvtr. here at an early date.—Ed. Mezger, Ed. Mezger Co.

Galesburg, Ill.—C. B. Brockway has been given judgment for \$621.21 in his suit against C. F. Hurburgh of this city and the Miller & Graves Grain Co. of Duncan. The suit was bot to recover \$900 alleged to be due for grain sold the defendants.

Hinckley, Ill.—The Hinckley Grain Co. has announced that in compliance with the Public Utilities law it will not continue to store grain after Jan. 1. All patrons are requested to see Mgr. Doeden at once in reference to grain now held in the elvtr.

Manito, Ill.—The elvtrs. at this station will not accept grain for storage after Jan. 1, according to notices issued Dec. 10 by the grain companies in business here. At the expiration of 30 days deliveries of grain without price will be considered sold at market price.

Waterloo, Ill.—While attempting to remove a broken lever brace from a friction clutch Jacob Wichser got his hand between the clutch and a spout immediately below the clutch, and the small levers on the clutch lacerated the back of his hand. No bones were broken and the wound is healing nicely.—Geo. E. Ziebold, Waterloo Mfg. Co.

Gibson City, Ill.—The Shellabarger Elvtr. Co. has appealed to the Appellate Court to have the judgment of \$1,751.34 recently awarded to Jens Jensen set aside. Jensen bot suit for the value of the grain stored in the elvtr. of the defendant company when it was burned in February, 1911. The case has been in the courts for over two years, the first verdict being confirmed at the rehearing.

Lincoln, Ill.—John and James Gordon have bot suit against the C. & A. Ry. Co. for \$5,000 for the loss of grain stored in the elvtr. of D. H. Hart which burned several years ago, the cause being alleged to be a spark from a C. & A. engine. Mr. Hart bot suit against the railroad for \$15,000 for the loss of the elvtr. several months ago, the case having been carried to the appellate court and remanded to the lower court for rehearing where it is now pending.

Springfield, Ill.—Jacob Martens of Anchor has bot suit in the Sangamon Circuit court to enjoin the payment of over \$1,000,000 for the improvement of the roads of Illinois, and to test the constitutionality of the act creating the Illinois highway commission.

Springfield, Ill.—Judgment for \$1,500 was awarded to Chas. W. Stevenson, a teamster for Wiedlocher & Sons, for injuries received when he fell from a wagon of the company and the wheels passed over his arm, permanently disabling it. He bot suit for \$15,000 damages. A motion for a rehearing has been made, and if this fails the case will be carried to the higher courts.

Urbana, Ill.—G. H. Rikert, the official scale inspector of the Illinois Grain Dealers Ass'n, tendered his resignation and severed his connection with the Ass'n Dec. 15, all the work which was on hand having been entirely cleaned up. It is not thot likely by the officials of the ass'n that they will employ a scale expert before next spring, as the coming three months will probably be of such weather conditions that but little can be done.

Springfield, Ill.—Uncle Sam will compel the renovation and maintenance of the old Illinois and Michigan Canal if the war dept. can be interested in the matter to the extent of sending a specific request to the dept. of justice to intervene in the Burke injunction suit, according to Ass't Attorney Herron. States Attorney Gen. Lucey holds that the state is obligated under the federal grant to maintain the canal forever as a water highway under penalty of forfeiture, which, if enforced, would involve the repayment of millions to the government. If this request is made the legislature would be compelled to appropriate more than \$1,000,000 for the rehabilitation of the channel.

CHICAGO NOTES.

The widow of Geo. F. Stone, late sec'y of the Board of Trade, died Dec. 10.

The liability insurance dept. of the Illinois Manufacturers' Ass'n has been opened and is in operation.

Winfield S. Day, for many years with Walter Fitch & Co., will be with Johnston & MacKenzie after Jan. 1.

The main office of the Modern Miller Co. will be moved from St. Louis, Mo., to the Insurance Exchange Bldg., this city, Jan. 1.

The J. H. Murphy Feed Co. incorporated to deal in grain and feed; capital stock \$50,000; incorporators J. H. Murphy, Albert E. Dennis and A. Barnum.

Sam Finney has returned from his lengthy vacation in California and is reported to be about to re-engage in the grain business at this market.

James E. Bennett has been suggested as a director to fill the unexpired term of B. S. Wilson, who recently resigned. A petition naming Mr. Bennett for the position is being circulated.

A car of red winter wheat arrived at this market Dec. 10, with about a quarter of it unfit for delivery because the shipper had sprinkled the grain with carbolic acid to kill a musty smell.

Sig Levey, well known about the Board of Trade for the last 40 years, died Dec. 17, at the age of 54. He was with Logan & Bryan for 16 years. He was ill only 2 days, dying of gastritis.

Trade rather indifferent, except for good colored sound timothy. No. 1 to choice timothy is wanted, while other grades are dragging. Good colored upland prairie hay is wanted.—W. R. Mumford & Co.

CHICAGO CALLERS: Chas. D. Jones, pres. Grain Dealers National Ass'n, Nashville, Tenn.; J. A. Henebry, mgr. Plainfield Grain Co., Plainfield, Ill.; J. M. Brennan, Clare, Ill.; J. A. McCreery, Mason City, Ill.

G. F. Kersten, formerly senior member of Kersten & Smiley of Plainfield, who recently sold their string of elvtrs. to the Plainfield Grain Co., has accepted a position with the Armour Grain Co. of this city.

Benjamin S. Wilson, former head of B. S. Wilson & Co., which firm suspended operations last June, was acquitted Dec. 17, by the directors of the Board of Trade of the charge of accepting margins after he knew he was insolvent.

Marshall E. Boynton, who was recently arrested and charged with assault when he stabbed Chas. Bartemus, prop. of the Blue Ribbon Cafe during an argument, has been made defendant in a suit brot by Bartemas for \$50,000 for personal injuries.

The Keusch & Schwartz Co., Inc., has been admitted to membership in the Board of Trade Clearing House. The firm will do a general com's'n business, having offices in the Postal Telegraph Bldg. in charge of J. W. Schmidt. Chas. Baker will be floor mgr. on the exchange.

The annual election of the Board of Trade will be held Jan. 8. H. Canby will head the "harmony" ticket, with Joseph P. Griffin as his running mate. Another ticket headed by Frank B. Rice and Lester L. Gates is in the field, and the voting will be lively. Petitions have been presented for Fred A. Paddleford, L. F. Gates and James E. Bennett for director to fill out the term of B. S. Wilson.

Application for membership in the Board of Trade has been made by Fred T. Fisher, Oliver H. Perry, Jr., Chas. J. Aeppli, Jr., Geo. E. Bunking, John J. Murphy. Members admitted are: W. J. Underwood, Edson Keith, Thos. E. Wilson, Wm. P. Rice and Gustav F. Kersten. The memberships of Munson Burdick, Edward Francis, Milton J. Whitely, J. E. Weller, C. K. M. Nims and the estates of A. F. Boucherdt and W. P. Sunderland have been posted for transfer. Memberships were quoted from \$2,700 to \$2,725 during the last two weeks.

Lamson Bros. & Co. on Jan. 5, will give a dinner at the Congress Hotel to branch office mgrs., correspondents, dept. mgrs. and pit traders in celebration of the 40th anniversary of its founding. Every effort will be made to obtain a complete attendance. Because of the importance of this year's anniversary the company is laying plans for a dinner more elaborate than usual. The entertainment program will comprise vaudeville talent of the highest order, and several speeches on topics of interest to the grain trade will also be given. The company is anxious to make this anniversary memorable both for its joyousness and its educational value.

The Santa Fe, C. & A., Ill. Cent., C. & E. I. and Wabash roads have appealed to the courts from the order of the state railroad and warehouse Comm'n which required them to make joint tariffs effective Dec. 15, under which the road haul rates on grain would apply to points within the Chicago switching district. These defendants will continue to collect switching charges pending a determination by the court of the validity of the order. Should the order be sustained undoubtedly reparation could be had for the amount of switching charges paid the above railways on and after Dec. 15.—W. M. Hopkins, mgr. Transportation Dept., Board of Trade.

In reference to the matter of absorption by the outbound carriers of inbound switching charges on grain which had not been absorbed by the inbound carriers on shipments moved out of Chicago prior to May 15, 1913, the Interstate Commerce Commission has ruled that, inasmuch as the tariffs of the individual outbound carriers did not require a matching-up of the inbound and outbound bills, and such requirement was not imposed by the carriers' practices, it is proper for the outbound carriers to ignore such requirement as to shipments moved out of Chicago prior to that date. All claims not filed with the outbound carriers for refund of inbound switching charges covering shipments forwarded from Chicago prior to May 15, 1913, should be presented at once. It is understood that the rules contained in Agent Rainier's Switching Circular must be observed as to shipments forwarded from Chicago on or after May 15, 1913.—W. M. Hopkins, mgr. Transportation Dept., Board of Trade.

Five boys ranging from 12 to 14 years of age were arrested Dec. 14, charged with stealing grain from a car on the C. & W. I. tracks. The boys said that they intended to go into the chicken feed business, as many of their neighbors kept chickens.

Henry G. Strassheim, head of the Henry G. Strassheim Hay & Grain Co., was struck by a street car Dec. 10, and seriously injured. He was dragged some distance and sustained a fractured skull and many bruises. His recovery is considered doubtful.

Chief Grain Inspector Gibbons has re-organized his working force and has installed a night and Sunday crew which will report daily at 4 p. m. as long as the present run of corn lasts so that the moisture testing end of the work can be kept up to the minute.

The 4 amendments to the rules of the Board of Trade, recently posted for vote, were all passed by a large majority Dec. 22. The amendments covered the commission on kafir corn and milo maize, the division of the commission rate where the trade is made by the principal and a commission paid on it, a slight change in the indemnity rule and the amendment providing for the re-instatement or re-admission of an expelled member to membership, it will now be necessary to have the votes of 12 directors, "provided that three negative votes are not cast against such applicant for admission."

INDIANA.

Kirklin, Ind.—The Kirklin Grain Co. has increased its capital stock \$15,000.—C. L.

Thorntown, Ind.—Mr. McCorkle has almost fully recovered from his fall.—Stall & McCorkle.

South Whitley, Ind.—I have succeeded Conrad Erne as mgr. for the Farmers Elvtr. Co.—W. R. Owens.

Haubstadt, Ind.—The Ziliak & Schafer Mlg. Co. has let contract for 8 concrete tanks for wheat storage.

Monticello, Ind.—No firm at this station operates as the Monticello Mlg. Co.—Loughry Bros. Mlg. & Grain Co.

Frankton, Ind.—The Frankton Co-operative Elvtr. Co. was organized Dec. 10. C. E. Barracks is temporary sec'y.

Griffin, Ind.—Jas. H. Price is building an elvtr. to replace the house burned July 5, 1913.—J. A. Cartwright, New Harmony.

Newberry, Ind.—We have completed our new cribbed elvtr. which is equipped with Nurdyke & Marmon machinery.—M. E. Hindman.

A number of Indiana elvtrs have closed their doors, refusing to take in soft corn and will wait until its condition is improved.—C. L.

Decatur, Ind.—At the annual business meeting of the Bowers-Niblick Grain Co. Jesse Niblick was elected to succeed C. G. Egly as vice-pres.

Liberty, Ind.—Yeggmen are reported to have made an unsuccessful attempt to rob the safe in the office of the McCoy Brothers' Mlg. Co.—C. L.

Walkerton, Ind.—B. I. Holser & Co. will install 2 Hall Signaling Grain Distributors and one Ear Corn Distributor in their recently completed elvtr.

Laotto, Ind.—J. K. Keller & Co. have bot the old mill property here and will enter the grain business. Al Schuster, mgr. for the company at Kendallville, will be in charge.

Reynolds, Ind.—The Crabbs-Reynolds-Taylor Co. is building an elvtr. at this station.—Loughry Bros. Mlg. & Grain Co., Monticello, Ind. The new building is 87 ft. high and has a capacity of 50,000 bus.

Lafayette, Ind.—It is planned to hold a district meeting of grain dealers at Lafayette early in January under the auspices of the Indiana Grain Dealers' Association. Lafayette grain dealers will entertain the visitors with a banquet. All grain dealers in business within a radius of forty miles from Lafayette will be invited.—C. L.

Nappanee, Ind.—The Coppes Zook & Mutschler Co. will be dissolved Jan. 1. John Coppes and H. E. Zook will take over the mill and Chas. Mutschler the balance of the property owned by the firm.

Springport, Ind.—The report that M. E. Cory bot the elvtr. of Lloyd Grimm at sheriff's sale is incorrect. Mr. Cory writes: "I have been trying to buy the Springport Mill and Elvtr. but as satisfactory arrangements could not be made the trade fell thru for the present."

Evansville, Ind.—The law requiring 68 lbs. of ear corn to the bu. became effective Dec. 1, and has caused considerable trouble between grain dealers and farmers here. New corn was formerly sold at 70 lbs. per bu. to allow for shrinkage, several dealers insisting on even 72 and 74 lbs.

Goshen, Ind.—Homer Johnson, the grain dealer charged with using the mails to defraud, changed his plea of not guilty to guilty in the Federal court, and was fined \$500 and costs. His father, Levi T. Johnson, also indicted, will not change his plea, and the case will be tried in January.—C. L.

Evansville, Ind.—The Rapier Sugar Feed Co. has succeeded the Rapier Grain & Seed Co. Officers are W. F. Rapier, pres.; J. T. Rapier, sec'y-treas., and J. E. Gardner, mgr. The company has leased the plant of the American Mlg. Co., which has a capacity of 500,000 bus. and is insured for \$500,000.—W. F. R.

Kentland, Ind.—Greenberry W. McCray, father of Warren T. McCray a former pres. of the Grain Dealers National Ass'n and an active ass'n worker, died at his home in this city Dec. 13, at the age of 75. Mr. McCray has been in failing health since the death of his wife Dec. 12, 1912. He has been associated with his son in the grain business for the past 12 years, tho he gave his active interest to the Discount & Deposit Bank.

Warsaw, Ind.—Unless an amicable settlement can be reached at an early date the Big 4 Ry. Co. will bring action in the local courts against the edict of the city council ordering the removal of all tracks of the road except the main tracks within a specified time, the alternative being a threat to have the city employees tear them up on what is considered a public thoroughfare. The main trouble is over a sidetrack to the elvtr. owned by J. F. Beyer and operated by Kinsey Bros. of North Manchester. It is claimed that the removal of the track connecting their business with the railway would practically put them out of business and that the track is vital to their interests and that it can be maintained without even disfiguring the street or its surroundings. The railroad company has offered to move the switch further south and to leave a driveway on the street and also to use the track only to convey cars to the elvtr., allowing no cars to stand on the street. A struggle in court is anticipated.

INDIANAPOLIS LETTER.

The mid-winter meeting of the Indiana Grain Dealers Ass'n will be held Jan. 21 and 22.—Chas. B. Riley, sec'y.

The Tri-State Coal Dealers Ass'n will hold its annual meeting here Jan. 20 and 21, adjourning at noon so that grain dealer members can attend the Grain Dealers Ass'n convention on the 21st and 22d.

John Morrison and John Duffy were recently arrested in this city, charged with stealing 5 bus. of oats from a car moving in interstate shipment. It is alleged that they broke into the car at the Union Stock Yards and carried away the grain.

About 2 weeks after the plant of the Merchants Grain & Hay Co. was closed incendiaries placed a pile of hay from some cars on a neighboring side track against the door and set fire to it. The blaze was not discovered for sometime and considerable damage was done. The warehouse contained about \$30,000 worth of stock at the time.

IOWA.

Eldora, Ia.—J. H. Frerich has succeeded John H. Barlow.

Gravity, Ia.—Blakesly & Robinson have succeeded A. A. McKay.

Dumont, Ia.—A. H. Stock is the new sec'y of the Farmers Elvtr. Co.

Napier sta. (Kelly p. o.), Ia.—C. H. Burlingame has succeeded F. G. Behling.

Bode, Ia.—The addition to the elvtr. of Gilchrist & Co. has been taken down.

Humboldt, Ia.—The elvtr. of the Farmers Elvtr. Co. has been torn down and a new house will be built.

Ida Grove, Ia.—I am making general repairs and installing a Richardson Automatic Scale.—C. M. Good.

Delaware, Ia.—Work has been started on the excavations for the elvtr. of G. H. Pitcher on the C. M. & St. P.

Nemaha, Ia.—We will install a Fairbanks Hopper Scale in our elvtr.—P. F. Brown, mgr. Nemaha Farmers Elvtr. Co.

Ft. Dodge, Ia.—The Quaker Oats Co. has torn out its old dump and will replace it with a combination scale and dump.

Richards, Ia.—The Quaker Oats Co. has bot the elvtr. of the Western Elvtr. Co. at this station. J. F. Watson is agt.

Stanhope, Ia.—The Quaker Oats Co. has bot the elvtr. of the Western Elvtr. Co. F. F. Truesdell will remain as mgr.

Malvern, Ia.—P. Kilmartin ships grain from here. He has no elvtr. and is doing business with the scoop shovel.—S.

Churdan, Ia.—We have installed a new 10-h.p. engine and have repainted our elvtr.—G. W. Evans, mgr. Farmers Elvtr. Co.

Carnarvon, Ia.—I have just put in a direct loading spout and have installed an automatic scale and engine.—A. J. Graham.

Ute, Ia.—We bot the elvtr. of the Neola Elvtr. Co. and expect to make extensive improvements in the spring.—Burke Bros. & Marn.

Hinton, Ia.—The elvtr. of the Thorpe Elvtr. Co. has been closed for the season.—P. P. Wermerskirchen, agt. Edmonds, Londergan Co.

Kamrar, Ia.—The Quaker Oats Co. has bot the elvtr. of the Western Elvtr. Co. at this station and will overhaul it in the spring.—H. H. Carson, mgr.

Farlin, Ia.—The D. Milligan Co. has put in a new Fairbanks-Morse Wagon Scale and is contemplating the erection of a 10,000-bu. addition to its elvtr. here.—S.

Allendorf, Ia.—S. I. Bradrick has bot the grain and coal business of D. D. Garberson & Co. and is now operating it.—E. E. W., with Callender Bros. & Kuntz.

Renwick, Ia.—The Quaker Oats Co. has bot the elvtr. of the Western Elvtr. Co. and is reported to have also bot another elvtr. of that company at a nearby station.

Farlin, Ia.—G. E. Smith succeeded G. A. Snively as manager of the Farmers Elvtr. Co. The company intends to install an automatic scale and make general repairs.—S.

Lu Verne, Ia.—Our 20,000-bu. elvtr. at this point has been completed by the Younglove Constr. Co. who had the contract.—Henry Kunz, sec'y Kunz Grain Co., Wesley.

Grinnell, Ia.—E. W. McCray, whom everyone knows as a hustler, will on Jan. 1 enter the employ of the Beal-Vincent Grain Co. of Omaha. He will have Iowa for his territory.—S.

Decorah, Ia.—The following officers were elected at the meeting of the Farmers Co-operative Society Dec. 9: P. J. Carolan, pres.; John Bragstead, vice-pres., and Gus Johnson, sec'y.

Des Moines, Ia.—The Shannon & Mott Co. asked for an injunction Dec. 13, to restrain the sheriff from naming a jury to condemn a number of lots belonging to the company which the Des Moines Union R. R. Co. wishes to use for the construction of a switch track to another company, holding that the building of the track is a personal enterprise and that the railroad does not intend to install it for strictly business purposes. B. A. Lockwood is pres. of the company.

Galva, Ia.—Wm. Kelley succeeds R. E. Walters as agt. for J. B. Adams, Jan. 1.—S.

New Market, Ia.—Rogers Bros. and J. S. Harris are in the grain business at this point.

Eleanor sta. (Parkersburg p. o.), Ia.—The Eleanor Grain Co. succeeded Schmertman & Ontjes.

Grundy Center, Ia.—Paul C. Atkins has recently completed new coal sheds and corn cribs.—E. E. Billings.

Nira, Ia.—This station has only one elvtr., owned and operated by M. A. Fisher of Kinross. The elvtr. formerly belonged to Fesler & Bome who succeeded A. B. Meyers June 1.

Jefferson, Ia.—The Farmers Elvtr. Co. is planning to build a large modern elvtr. next spring to replace its present house which is too small for the rapidly increasing business.—S.

Muscatine, Ia.—We recently bot the elvtr. of the defunct Gt. Western Cereal Co. and will use it for storage. We may resell it, as we are not in the grain business.—The Henry F. Krath Co.

Sioux City, Ia.—H. H. Gear, the genial grain inspector here, has been granted two assistants to help him in his arduous task of getting samples and inspecting the plentiful shipments to this market.—S.

Sac City, Ia.—S. A. Humphries has been appointed to succeed D. M. Manzer as manager of the Farmers Grain Co. The change will go into effect Feb. 1. Mr. Manzer will engage in farming.—S.

Nodaway, Ia.—Business here does not warrant an expensive elvtr. We have a 1,400 bu. galvanized iron bin which we fill and empty with a portable wagon dump.—J. E. Strain, with Norcutt & Strain.

Rands sta. (Rockwell City p. o.), Ia.—The Farmers Elvtr. Co. is installing a Fairbanks Automatic Scale and new spouting. The elvtr. is being partly remodeled. The Younglove Constr. Co. has the contract.

Conrad, Ia.—A. W. Randall has let contract to the American Supply Co. for the machinery for his new elvtr. The equipment includes a steel leg and automatic scales. The elvtr. building is completed.

Roelyn sta. (Moorland p. o.), Ia.—The Farmers Elvtr. Co. has let contract for a 15,000-bu. elvtr. to the Younglove Constr. Co. The house will be up-to-date in every way and will replace the elvtr. burned Oct. 30.

Sioux City, Ia.—The receipts here have increased wonderfully during the past three months, compared with the corresponding three months of last year. This increase has been caused in part at least because of a favorable freight rate given by one railroad. This shows that if all things are equal Sioux City is able to get its share of the business.

Dike, Ia.—Roy Van Deest, mgr. for the Independent Grain & Lbr. Co., has resigned and Ed. Dreher has succeeded him, coming back to the job after 8 months' rest. G. A. Frerichs is still running the elvtr. of the Dike Elvtr. Co. with Quincy Lyons as assistant. Mr. Van Deest will go on the road with an opera company. He is a tenor singer.—A. B. C.

Alvord, Ia.—While playing in a bin of corn in the elvtr. of the Farmers Elvtr. Co. Thanksgiving Day, Arthur Eisentrager, 15 years old, was caught under the grain and smothered when the spout was opened to load a car. Wm. Barron, agt. for the Thorpe Elvtr. Co., writes: The Farmers Elvtr. is only 100 ft. from ours and I helped to get the boy out of the bin. It took over an hour's hard work to do it and he was dead when we reached him. I have never permitted children to play about my elvtr. and I think all elvtr. men should adopt the same rule.

Bayard, Ia.—The circular report that the Chas. Dozler Grain Co. had been sold to the Farmers Elvtr. Co. is incorrect. J. E. Morris, mgr. of the Dozler company writes: We are still doing business at this point. The farmers bot the site of the elvtr. of the Western Elvtr. Co. which burned in

1912. John Davidson is mgr. I have been agt. for this company since it bot out the Neola Elvtr. Co. in July, 1909.

Lenox, Ia.—The new elvtr. of the S. E. Wainwright Grain Co. built to replace the house burned Aug. 26, has been completed. The new house is 40x43 ft. on the ground and 39 ft. to the square, exclusive of basement. The cupola is 24x43 ft. and 26 ft. high. The 17 bins have a capacity of 60,000 bus. The pit is lined with metal. The equipment includes a manlift, rotating separator for cleaning grain of 2,000-bu. per hour capacity in the cupola, automatic scale, and a 20 h. p. gas engine. A 15-h. p. electric motor will be installed Jan. 1, the foundations being completed. A single 144 ft. belt drives a line shaft that runs all the machinery and a system of clutches makes it possible to start or stop any part of the machinery from the main floor. A large tank of 5,000 gal. capacity is located in the cupola, with pipes reaching to the basement. In the bottom of the tank is a valve "shut-off" that can be operated from the ground floor and with 200 ft. of hose the elvtr. is well protected against fire. The elvtr. is covered with corrugated iron, has a rubber-old roof and is as nearly fire-proof as it is possible to make it. The plant also includes a 3,500-bu. corn crib, equipped with dump and sheller, and a 20x50 ft. grain house.

KANSAS.

Solomon Rapids, Kan.—The 15,000-bu. elvtr. of Johnson & Thierolf has been completed.

Leon, Kan.—I. J. Gilliland has sold his elvtr. at this station to J. W. Sweeney and Wm. Hogue.—M.

Ellsworth, Kan.—Samuel C. Groth has installed a 1,000-bu. Richardson Automatic Scale in his elvtr.

Coffeyville, Kan.—The Rea-Patterson Mfg. Co. will build grain tanks and increase its storage capacity.

Topeka, Kan.—C. F. Foley of Lyons has succeeded H. Martin as a member of the Public Utilities Com'n.

Mulvane, Kan.—Shoup & Throckmorton have succeeded the W. T. McCauley Grain Co. which is out of business.

Detroit, Kan.—A. C. Long has retired from the grain business and has been succeeded by C. F. Klammer.—M.

Stark, Kan.—L. G. Murray has just completed an iron-clad warehouse on the site of the elvtr. that was burned last June.—M.

Zenith, Kan.—Ed Aldrich of Sylvia is buyer for the Sylvia Mfg. Co. at this station.—F. L. Albertson, agt. Sylvia Mfg. Co., Sylvia.

Wichita, Kan.—Frank Miller, formerly with the Independent Grain Co., has been added to the working force of the Anderson Grain Co.

Nashville, Kan.—Fred Mader, mgr. for the Millers Grain Co., has resigned and is now with the Blackwell Mill & Elvtr. Co., Blackwell, Okla.

Burdett, Kan.—The Farmers Grain & Supply Co. has installed a roller mill and new stand of elvtrs. in its elvtr. The P. H. Pelkey Constr. Co. had the contract.

Wichita, Kan.—We have not completed the plans or let contract for the mill we intend to build but we hope to have the house in operation by the time the next crop moves.—G. M. Lowry, sec'y Wichita Flour Mills Co.

Atchison, Kan.—The Blair Mfg. Co.'s plant was threatened with fire when a blaze was discovered in the adjoining warehouse stables. It was evidently the work of incendiaries who intended to burn the mill and elvtr.

Hutchinson, Kan.—J. P. Hausam of the Central Grain Co., has written the words of a song called "My Oklahoma Queen," proving that he is a poet as well as a grain man. His friends say that the girl who inspired the song must be a "real" girl.

Everest, Kan.—I will remodel the elvtr. I recently bot of the Bushong Grain Co., in the spring.—Edgar Johnson.

Homer, Kan.—The Colorado Mill & Elvtr. Co. of Denver, Colo., has let contract to the P. H. Pelkey Constr. Co. for the dismantling of its elvtr. at Monument and the rebuilding of it at this point. Six feet will be added to the height of the elvtr. when it is rebuilt.

Topeka, Kan.—The following have applied for membership in the Kansas Grain Dealers Ass'n: Plevna Grain & Supply Co., Plevna; Farmers Co-operative Mfg. & Merc. Co., Lucas; Ward Salisbury, Hia-watha; A. M. Long, Belpre; Roop & Else, Seneca; Forbes Bros., Topeka; Albert Nitz, Brenner, all of Kansas.—E. J. Smiley, sec'y.

Topeka, Kan.—The Anderson Grain Co. has secured judgment against a corporation in Peoria, Ill., operated by the Wollner estate, the amount being \$107.68 for a car load of corn sent to the Wollner distillery and alleged to have been refused by the firm. The corn was sold and suit was brot for the difference between the original contract and the price received.

Burr Oak, Kan.—An elvtr. company has been formed here with a capital stock of \$12,000. Mayor M. J. Cook and son head the new company, which has let contract for a 6,000-bu. elvtr., flour mill and ice plant complete. The power will be furnished by 15 h.p. and 25 h.p. Fairbanks Oil Engines, and the equipment will include a 1,000-bu. Richardson Automatic Scale; Fairbanks Wagon Scale; Eureka Cleaner No. 196; Eureka Meal Bolt; Eureka No. 15 Scourer; Midget Marvel Flour Mill; safety manlift; and a Fisher Ice Plant. The Pelkey Constr. Co. has the contract.

Sec'y Coburn of the State Board of Agriculture with his usual tireless energy has issued the annual Kansas booklet of "The Commonwealth Enviablen" in glowing terms. After reading it, one is tempted to pack one's grip and start afoot, even with empty pockets, for the land where "the individual finds his true measure and is rated by his worth"; where the winter wheat crop alone was worth \$72,000,000. Life is one long golden dream in "Sunny Kansas," according to Sec'y Colburn, not the "drouth-cyclone - blizzard - grasshopper - greenbug" nightmare it is frequently pictured.

Topeka, Kan.—Grain men of the state have made formal complaint to Chief Inspector Ross against the order of Com'sner O'Brien requiring metal fire escapes on all grain elvtrs. and Mr. Ross will take the matter up with the governor. Mr. Ross says: "The fire escapes have been ordered installed from the cupola to within 8 ft. of the ground on the side of the elvtr. next to the railroad tracks. They are required to be 3 ft. from the wall. In this position they are a menace to the safety of the trainmen. I have taken the matter up with Commissioner O'Brien and expect to do so with the governor. The elvtr. men say it is an injustice to them, and I am inclined to believe they are right. A rope, such as is required in hotels, kept in the cupola would give more protection than the fire escape."

KENTUCKY.

Louisville, Ky.—At least 12 bills providing for workingmen's compensation are being prepared for presentation at the next session of the state legislature. Elvtr. owners and millers will have plenty to do to sift out the right bill.

Louisville, Ky.—The directors of the Board of Trade have definitely rejected the plan of merging with the business organizations of the city and will not agree to consolidate with the other interests in a single commercial organization.

LOUISIANA.

Alexander, La.—We are no longer operating a mill or elvtr. and at present no one is doing so here.—Alexandria Mill & Elvtr. Co.

Lake Charles, La.—E. P. Fox has just completed a 200-bbl. per day rice mill.

Shreveport, La.—The wholesale hay and grain warehouse of Robinson Bros. and 10 freight cars loaded with hay and grain on a sidetrack, burned at 12 p. m., Dec. 15; loss on stock and building, \$30,000; insurance, \$14,000. Seven of the cars burned belonged to the Sou. Pac. and the other 3 to the Kan. City Sou.

New Orleans, La.—Since the combined ocean and railroad rates favor shipments thru this port, the elvtrs. here have been kept extremely busy, the movement of grain at both the Ill. Cent. and the T. & P. Elvtrs. being unusually heavy. The biggest season in the history of the port is predicted by local grain men.

New Orleans, La.—At the annual election of the Board of Trade in January, 2 tickets will be in the field, the directors having adopted the following resolution: "For the coming election in January the president shall, within five days from this date appoint with the approval of the executive com'te a special com'te of five, whose duties shall be to formulate a ticket of president, three vice presidents and thirteen directors, to be voted on at the annual election, in accordance with the charter. Said ticket shall be posted on the boards of the exchange not later than Dec. 23. Further, on request, by petition of not less than twenty-five active members of this ass'n, the president shall immediately appoint, from a list of active members submitted by the signers of said petition, a com'te of five, to be known as 'com'te No. 2,' whose duties shall be similar to those of the first mentioned com'te. This resolution shall not conflict with the r.ght of any member or members, in membership caucus or otherwise, to nominate other tickets." It is that that the "insurgents" will nominate directors, but they will probably not dispute the nominations of the regular com'te for officers.

MICHIGAN.

Jeddo, Mich.—John A. Boyd is now mgr. for the Grant Elvtr. Co.

Lansing, Mich.—The 38th annual convention of the Michigan State Millers Ass'n will be held in this city Jan. 20 and 21.

Linden, Mich.—D. W. Hunt has leased his elvtr. to W. R. Kehoe & Co. of Flint. The house formerly belonged to T. Winget & Son.

Rudyard, Mich.—R. J. Forgrave is putting in a feed mill and expects to handle grain in a small way. He has a warehouse but no elvtr.—E. D. White.

Grand Rapids, Mich.—George Graham, a teamster for the Grand Rapids Grain & Mfg. Co., recently pleaded guilty to the charge of stealing 1,000 lbs. of flour from the company and was fined \$50 and costs.

Cedar Springs, Mich.—E. A. Remer was awarded judgment for \$162.20 against Mr. Goul, of Goul & Brayman, dealers at Sand Lake, Mich. The two men agreed to send a car of oats to Buffalo and when it arrived there it was short 200 bus. Remer alleged the shortage was Goul's fault and the suit followed.

MARYLAND.

BALTIMORE LETTER.

The Baltimore Pearl Hominy Co. is remodeling its entire plant and will install cleaning machinery. Moulton & Evans have the contract.

Harry M. Reeve entertained 25 grain, hay and feed members of the Chamber of Commerce at an oyster roast, Dec. 10, on the shores of Bear Creek.

A petition recently circulated on the Chamber of Commerce seeks to bring about more amicable arrangements and closer co-operation between the receivers and jobbers in hay, grain and feed. The receivers agree not to break cars or sell to consumers and jobbers and feed dealers will give the local receiver the preference in all cases, except where the western asking price is materially lower than they can buy the same grain at here.

One of the oldest members of the Chamber of Commerce, J. K. B. Emory, celebrated his 81st birthday, Dec. 3, by following his usual custom of working all day on 'change.

Members of the grain trade at this market have been somewhat stirred up over the announcement that a petition for a pardon for Pembroke W. Pitt is being circulated among influential business men by Mrs. Pitt. Pitt was sent to penitentiary for obtaining over \$230,000 on forged Bs/L. He was caught after a world-wide chase and sentenced to 5 years and 3 months imprisonment. He has served a little over 2 years.

MINNESOTA.

Cyrus, Minn.—L. Hogg is building an addition to his elvtr.

Taunton, Minn.—The Western Elvtr. Co. is now operating the elvtr. of the Mutual Elvtr. Co.

Climax, Minn.—F. Guy Stearns, formerly mgr. for the Walhalla Roller Mills Co., Walhalla, N. D., has moved to this city.

Wheaton, Minn.—H. A. Quast & Co. are installing a corn sheller. This is the first year that corn has been offered at this market.

Sanborn, Minn.—M. Duly & Son have bot the elvtr. of the Western Elvtr. Co. and will remodel the house installing a gasoline engine.

Crookston, Minn.—F. M. Birdseye is supt. of the Duluth Elvtr. Co. at this point. No elvtr. is being built here, as has been reported.—Crookston Mfg. Co.

Pemberton, Minn.—W. Sunwald of Minneapolis will succeed Ira Southwick as agt. for the Hunting Elvtr. Co.—Thos. E. Meany, agt. for the same company at Waldorf.

Herman, Minn.—The Herman Market Co. has built a 2,000-bu. corn crib and is putting up a feed mill which will be equipped with two mills and sheller operated by electricity.

Wheaton, Minn.—R. B. Walker, agt. for the Crown Elvtr. Co., while trying to start his gasoline engine, Nov. 30, was thrown against the wall with so much force that his right arm was broken.

St. Peter, Minn.—Lewis Shuster of Mitchell, S. D., and J. W. Heltibridge of Miller, S. D., have bot the elvtr. of E. J. Matteson, known as the Plymouth Elvtr. Mr. Matteson will remain as mgr. and the house will be operated under the name of Schuster & Heltibridge.

Duluth, Minn.—Wheat stolen by 3 boys from cars in the yards of the Duluth, Winnipeg & Pacific R. R. Co. was sold by them to Alex Wick, a retail dealer, who paid them \$1.15 for the plunder. Later Wick was arrested on the charge of receiving stolen goods.

Hoffman, Minn.—H. T. Erickson, agt. for the Atlantic Elvtr. Co. for the last 12 years, took his life, Dec. 3, by putting a bullet thru his temple. No cause can be found for the act which was evidently contemplated for Mr. Erickson had straightened up all his accounts and his books.

Hampton, Minn.—The Farmers Elvtr. Co. has just completed a 30,000-bu. cribbed ironclad elvtr. The equipment includes a 15-h.p. Fairbanks Engine, 6-ton dump scale, 100-bu. hopper scale, two legs, rope drive, and manlift. D. F. Hoag & Co. had the contract. The house will replace the elvtr. burned last September.

Duluth, Minn.—The case of the state of Minnesota against F. A. McPhail, a member of the Board of Trade, is now before the supreme court. The suit was brot to test the legality of the recent decision of the tax boards, as to the taxing of the memberships in boards of trade. Members of this exchange and of Minneapolis Chamber of Commerce are awaiting the outcome with interest. If the case is decided in favor of McPhail it will mean much to the members of the exchanges.

Sherack sta. (Euclid p. d.), Minn.—The elvtr. of the Monarch Elvtr. Co. containing 40,000 bus. of grain, burned recently. The company has let contract for a 45,000-bu., ironclad, cribbed elvtr., to C. E. Bird & Co. The house is equipped with one stand of elvtrs. and Fairbanks Engine and Scales.

MINNEAPOLIS LETTER.

The Crescent Elvtr. Co. has just completed 5 steel tanks of 100,000-bu. capacity each, as addition to its Elvtr. H. The Minneapolis Steel & Machinery Co. had the contract.

The Electric Steel Elvtr. Co. is just completing 5 additional steel tanks having a total capacity of 625,000 bus. in connection with present plant. The Minneapolis Steel & Machinery Co. had the contract.

H. Owens, Paul Sukey, L. W. Abbey, Lew Walling, Wilbur Joyce and John McCaull, cash grain men of the Chamber of Commerce, composed a bowling team that played a matched contest Dec. 6, with a pit team composed of Asher Howard, Joe Gage, Oscar Christensen, Thos. Cassidy and Al Saunders. The result of the contest is veiled in mystery, tho Dame Rumor has it that the pit boys won 2 out of 3 games and had a slight lead in the total pins bowled.

The Minneapolis Hay Board of Trade was organized Dec. 12, and will succeed the old hay exchange that went out of business some months ago. The new exchange will open an office and will maintain a paid sec'y, beginning operations Jan. 1. The volume of business will be recorded daily, a complete list of sales will be kept and a complete record of prices, grades, etc. Officers of the exchange are: Nels Olsen, pres.; A. J. Howett, vice-pres.; E. L. Phelps, sec'y-treas. J. C. Miller, Frank Whitcomb, Harry L. Elliott, W. C. D. Chapman and O. A. Hohe compose the directorate. Mr. Elliott said: "We shall not try to establish a daily meeting place, for that has been found impracticable. Instead we shall have available at all times a complete record of what has been done, from which the condition of the market may be seen."

S. S. Cargill, pres. of the Victoria Elvtr. Co. and one of the most prominent members of the Chamber of Commerce, died of apoplexy, Dec. 20. He was 64 years old Dec. 18 and was apparently in the best of health. He was reading in the library of his home when the attack came and was found unconscious and dying by his wife. Mr. Cargill has long been in the grain business. In 1869 he went to La Crosse, Minn., and with his brother, W. W. Cargill, went into the grain business. In 1874 he entered the grain business on his own account at Northwood, Ia., remaining there until 1880 when he came back to Minneapolis and organized the firm of Cargill & Fagley at Albert Lea. In 1885 he came to this city and entered the grain trade, incorporating the Victoria Elvtr. Co. in 1889. When the company was formed he bot a seat in the Chamber of Commerce for \$50. Memberships are now quoted at \$3,500. He was not interested in the Cargill Elvtr. Co. which was organized by his brothers, W. W. and S. D. Cargill. He is survived by his widow, two sons, Robert G. and Samuel S. Cargill, and one daughter, Helen, 16 years old.

The new maximum freight schedules for this state as drawn up by the state railroad com'n under the new Cashman distance tariff law were served on the 14 principal railroads of the state Dec. 11, with notice that they would become effective Jan. 1. Coarse grain rates have been advanced 2% but the new schedule shows no changes from the previous schedule issued Oct. 28, on wheat. The following are some of the rates on coarse grain: 20 miles, 4c; 45 miles, 5c; 70 miles, 6.1c; 95 miles, 7c; 155 miles, 8c; 220 miles, 9c; 290 miles, 10c; 390 miles, 11c.

Prosecution of Pliny E. Cooper, pres. of the Cooper Com'n Co. and former salesmgr. of the Equity Exchange of Fargo, N. D., charged with embezzlement of \$3,871.42 from the company, for 5 carloads of grain alleged to have been sold to him by the

exchange, was dropped before Judge Jelley, Dec. 12. The indictment charging grand larceny was nolleed with the approval of Geo. Loftus, mgr. of the exchange, which still has a civil action against him. The difficulty grew out of a transaction involving 4,500 bus. of wheat which Mr. Cooper was charged with having obtained in a fraudulent manner.

MISSOURI.

Stanberry, Mo.—James H. Liggett, pres. and owner of the Stanberry Elvtr. & Storage Co., is building a \$10,000 home in this city.

La Clede, Mo.—We built 2 modern elvtrs. at Bogard and Hale this year and will build 2 more at Tina and Sumner this spring.—O. A. Talbott & Co.

Clark, Mo.—The plant of the Clark Mill & Elvtr. Co. burned Nov. 30. Loss, \$3,000; some insurance. Geo. M. Davis, prop., writes: I will not rebuild at present as my loss was heavy and I had very little insurance on the elvtr.

Salisbury, Mo.—The Farmers Elvtr. Co. has installed 4 electric motors in its elvtr. that was recently purchased from Leach Bros. Grain Co., and has discontinued the use of steam power. The company find it a much more satisfactory power, and the change resulted in a lower insurance rate.—M.

Springfield, Mo.—The annual convention of the Southwestern Millers Club was held in this city Dec. 16 and 17. The following officers were elected: Pres., L. S. Meyer, Springfield, Mo.; vice-pres., Ney Patterson, Monett, Mo.; treas., J. A. Gregory, Aurora, Mo.; sec., W. H. Marshall, Joplin, Mo.; executive com'te—W. B. Dunwoody, Joplin, Mo.; H. S. Cowgill, Carthage, Mo.; C. H. Howard, Aurora, Mo.; J. W. Vance, Pierce City, Mo.; A. J. Eisenmayer, Springfield, Mo.

KANSAS CITY LETTER.

We have quit the grain business, at least for a while.—Mason Gregg Grain Co.

Arthur G. Evans has bot the membership of R. J. House in the Board of Trade. Mr. House was recently expelled for using sand in feed. The certificate brot \$2,000.

Owing to the increased demand for the moisture test, we have installed another machine and now have a capacity for 36 tests per hour.—A. R. Ware, chief inspector, inspection and sampling dept., Board of Trade.

The annual election of the Board of Trade will be held Jan. 6. Six directors are to be elected as well as other officers, but the nominating com'te will not announce the nominations until a few days before the election.

Sec'y E. D. Bigelow of the Board of Trade received a beautiful floral emblem from the members of the board and his many friends, Dec. 5, when he celebrated his 75th birthday. He has been sec'y of the exchange for the last 17 years and congratulations came from all sides.

Grain men of this city are interested in the recently organized Traffic Club, many of them being charter members. C. W. Lonsdale and H. G. Wilson are directors of the organization. Monthly dinners will be held by the club and the social side of the organization will be well looked after.

C. V. Fisher of the C. V. Fisher Grain Co. was suspended from floor privileges for 15 days, Dec. 18, on account of charges of uncommercial conduct brot against him. It is alleged that he filed an order for No. 2 corn with No. 4 and accepted payment on the basis of the higher grade. He claimed that he had a working agreement with the buyer, a firm at Topeka, Kans., providing that, in case of disagreement regarding the quality of any grain delivered, the buyer should be protected, even to the extent of the right to purchase grain elsewhere and charge to the C. V. Fisher Grain Co.'s account. In the case which brot on the trouble a settlement between buyer and seller was expected before the

charges were filed with the Kansas City Board of Trade. As there have been complaints against other local houses as to the misrepresentation of corn shipped to the country and the withholding of the official grade certificates, the directors are investigating, with a determination to stop the practice.

The Southwestern Milling Co. is building a 6-story concrete flour mill 144 by 32 ft., and a concrete grain elevator having a working house 24 by 32 ft. and 114 ft. 6 in. high. Adjoining the working house is a building 21 ft. 4 in. by 32 ft. containing six bins, each 10 ft. square. Provision is also made for four round bins 30 ft. 7 in. in diameter and 69 ft. high; but only one of these bins will be built at this time. The receiving shed is 40 by 16 ft. and is built to load grain at one track and receive grain from three tracks, two of them under cover. The conveyor galleries and the receiving shed will be covered with No. 22 gage asbestos-covered corrugated roofing, and the windows will have hollow metal frames and ¼ in. wired glass. Among the machines to be installed in the elevator will be a 2,000-bu. hopper scale and a No. 392 Eureka Aspirator Separator. All machines will be electrically driven. The loading spout will be 8 by 12 in. made of No. 14 gage iron and No. 10 gage lining. Witherspoon-Englar Co. is the contractor. The plant will replace the one burned Oct. 16.

ST. LOUIS LETTER.

The personal estate of Chas. Valier recently filed for probate places the value at \$201,689.

Chas. W. McClellan, of Eaton, McClellan & Co., has been added to the force of Foell & Co.

M. E. Toberman, father of Walter Toberman, of Toberman, Mackey & Co., died at his son's home recently.

Members of the Merchants Exchange gave \$300 to the fund for the relief of the Texas flood sufferers.

Q. J. McCauley has been admitted to membership in the Merchants Exchange and Leonard Bacon has resigned.—Eugene Smith, sec'y.

The engagement of Henry Hunter, member of the Merchants Exchange, to Miss Maude Fath has been announced. Mr. Hunter is a member of the Hunter Grain Co.

A hay warehouse of the Traders Elvtr. Co., operated by J. W. Shaw, containing 300 tons of hay, burned recently; loss \$3,000 on the building and \$900 on contents; partially covered by insurance.

Delinquent members of the Merchants Exchange will find their names posted at the main entrance unless their dues are paid at once. There are fewer names this year than last, when the list was over a hundred.

Resolutions advocating the establishment of laboratories by the government, at prominent grain centers where state inspection is required, were recently adopted by members of the St. Louis Grain Club. The club also recommends that the liability of the seller of the corn tested cease with the issuance of the federal certificate.

The annual election of the Merchants Exchange will be held Jan. 7. Roger P. Annan, Jr., second vice-pres., will probably, in accordance with the standing custom of the exchange, become first vice-pres., succeeding Marshall Hall, who has been suggested to succeed John L. Messmore as pres. The terms of James W. Garneau, Jacob Schreiner, E. J. Paule, E. D. Tilton and Sam D. Capen, directors, expire the first of the year.

MONTANA.

Belmont, Mont.—H. B. Drun, O. H. Helgeson and others will build a 30,000-bu. elvtr. at this point.

Fallon, Mont.—R. O. Schwindt is mgr. for us at this station.—M. M. Schockley, mgr. Eastern Montana Elvtr. Co., Glendive.

Boyer (no p. o.), Mont.—The Winter-Truesdell-Ames Co. is building a 30,000-bu. cribbed elvtr. C. E. Bird & Co. are doing the work.

Benchland, Mont.—We will put in a new driveway and may build a small mill at an early date.—Wiley Scott, mgr. Farmers Elvtr. Co.

Marsh sta. (Fallon p. o.), Mont.—D. D. Cook is our agt. at this station.—M. M. Schockley, mgr. Eastern Montana Elvtr. Co., Glendive.

Flaxville (no p. o.), Mont.—The Winter-Truesdell-Ames Co. is building a 30,000-bu. cribbed elvtr. here. C. E. Bird & Co. have the contract.

White Tail, Mont.—I am at present buying grain on track at this station, which is a new town on the Soo running out of Ambrose.—Gilbert Overland.

Scobey, Mont.—The Montana & Dakota Grain Co. is building a 25,000-bu. elvtr. at this station and also at Boyer (no p. o.). C. E. Bird & Co. have the contract.

Orr (no p. o.), Mont.—C. R. Schain, who was to have been mgr. of the Farmers Elvtr. Co. at Dillon, is now reported interested in the erection of a 50,000-bu. elvtr. here.

Wolf Point, Mont.—John Listerud has just completed a 25,000-bu. elvtr. The equipment includes a 10-h.p. engine, scales and Owens Cleaner. C. E. Bird & Co. had the contract.

Windham, Mont.—Our recently incorporated company will build an elvtr. in 1914. Our officers are J. T. C. Burnett, pres.; John Riley, treas., and myself sec'y.—Henry Larson, Farmers Elvtr. Co.

Outlook, Mont.—This is a new town on the Gt. Nor. The following firms are operating here: Plentywood Farmers Grain & Merc. Co., John Davis, mgr. elvtr., 25,000 bus.; O. W. Cronin, manages elvtr. of 30,000 bu. capacity himself; Outlook Farmers Elvtr. Co., O. J. Brown mgr. elvtr., 25,000 bus.; and the Occident Elvtr. Co. with a 25,000-bu. house, of which I am mgr.—F. G. Welsh.

Hall, Mont.—J. J. Spaulding, buyer for the Granite County Mlg. & Elvtr. Co., has disappeared and investigations are alleged to show that his accounts are short. It is alleged that the system employed by Spaulding was to double up on grain purchases; that is he would draw a check for more than the amount of grain actually bought, then cash the check and give the farmer what was due him in money and keep the rest for himself.

NEBRASKA.

Cook, Neb.—The Farmers Grain & Lumber Co. has bot an Inglehart loader.—S.

Preston, Neb.—The elvtr. of P. S. Heacock will be closed during the winter.—John Pearson.

Fullerton, Neb.—We have built a double building 10x48 ft. to store coal and ear corn.—E. E. Agnew, mgr. Fullerton Elvtr. Co.

Boone, Neb.—The Trans-Mississippi Grain Co. has not rebuilt the elvtr. burned at this station July 4.—M. M. Baker, former mgr.

Cotesfield, Neb.—We intend to build a 16x4 ft. addition to our elvtr. for a feed house.—C. H. Ender, mgr. Farmers Grain & Supply Co.

Shelton, Neb.—A. F. Dills, formerly with the Trans-Mississippi Grain Co., has succeeded S. McMurray as mgr. of the Farmers Elvtr. Co.—S.

Goehner, Neb.—I am no longer agt. for the Updike Grain Co. at this point, but am on the road for the company.—W. H. O. Westphal, Seward, Neb.

Woodcliff sta. (Fremont p. o.), Neb.—C. J. Christensen is mgr. of the recently established branch of the Leshara Farmers Elvtr. Co. at this station.

Loomis, Neb.—The Loomis Grain & Mlg. Co. has laid a cement crossing near its office and is now one of the most accessible of business places in muddy weather.

Shelton, Neb.—I leased the elvtr. of F. A. Kimbrough but have since given it up and have signed with the Trans-Mississippi Grain Co. at this station.—Sam MacMurray.

Loomis, Neb.—The Loomis Farmers Co-operative Co. has just been organized, to buy one of the local elvtrs. Gus Johnson is pres., C. C. McAfee, sec'y, and Henry Larson, treas.—S.

Papillion, Neb.—We have the only elvtr. at this station. Have built coal and lumber sheds and by Jan. 1 will have all our building material under cover.—E. C. Wright of J. C. Wright & Son.

Saronville, Neb.—We have just put in concrete hoppers bins and built new coal sheds with concrete floor and steel roof, the improvements costing about \$1,500.—Robert Anderson, mgr. Farmers Grain & L. S. Co.

Laurel, Neb.—The circular report that Peck & Larson have succeeded the Fields & Slaughter Co. is incorrect. J. B. Larson of the firm writes: We have succeeded the Anchor Grain Co. The McCaull-Webster Elvtr. Co. succeeded Fields & Slaughter Co.

OMAHA LETTER.

The Farmers Grain Co. has bot three Inglehart Loaders to be installed in their elvtrs at Thurston, Rosalie and Lyons, Neb.—S.

The session of the exchange Dec. 20 was continued from 12 noon to 3 p. m. to enable the members to clean up the receipts in good shape.—S.

Chief Grain Inspector Geo. B. Powell is confined to his home, by his physician's orders. He is reported to be rundown and weakened thru overwork.

The new testing room in the Grain Exchange was opened Dec. 15, and gives this market an equipment second only to that of Chicago. The capacity is now 120 cars per hour.

NEW ENGLAND.

Weymouth, Mass.—I am installing a bucket elvtr., also a car elvtr. in my warehouse. I will operate both of them by electricity.—Chas. G. Jordan.

North Bangor, Me.—The Kenduskeag Valley Farmers Union organized to buy and sell grain, flour, etc.; capital stock \$10,000; Geo. W. Worster, pres., and H. E. Farnham, treas.

Boston, Mass.—The executive com'te of the Grain Board of the Chamber of Commerce, has elected the following officers: Elmer E. Dawson, chairman, succeeding Walter E. Smith, and Harry Hamilton, vice-chairman to succeed Harry J. Wood.

St. Johnsbury, Vt.—The E. T. & H. K. Ide Co. has been in milling business in this city for 100 years, having been founded by Timothy Ide, Dec. 22, 1813. Elmore C. Ide, the present mgr., is 74 years old, and has been in charge of the business for 53 years. The St. Johnsbury Caledonian, of Dec. 17, devotes a full page to the history and progress of this old established firm.

Peterboro, N. H.—We expect to have our new mill and elvtr. in operation at an early date. We now have a bin capacity of 22,500 bus. The plant is driven by water power thru a 60-h.p. electric generator, each part being driven by separate motors, with an electric light generator of a 125 light capacity. The foundation and floors are of cement.—Walbridge & Taylor.

NEW JERSEY.

Jersey City, N. J.—Taylor, Joergens & Co., incorporated to deal in grain, hay, etc.; capital stock \$125,000; incorporators: R. L. D. Taylor, New York; A. O. Joergens and J. M. Joergens, Jersey City.

NEW YORK.

Norwich, N. Y.—The elvtr. of O. H. Hale is nearing completion.

New York, N. Y.—Walter S. Post has applied for membership in the Produce Exchange.

Oswego, N. Y.—The malt house of the Neidlinger Malt Co. will be sold at public auction Jan. 3 by John S. Parson, trustee.

Troy, N. Y.—The gross assets of the Barry Grain Co. will be only \$200 or \$300, and no dividend will be possible.—Edwin A. King, Referee.

Batavia, N. Y.—Geo. W. Hickox, of G. W. Hickox & Son, died Dec. 6, at the age of 66. He has been in the grain business for the last 12 years.

Buffalo, N. Y.—Whitney & Gibson will move into new and more commodious quarters on the 10th floor of the Chamber of Commerce Bldg., Jan. 1.

Auburn, N. Y.—The Standard Grain Co. has taken over the grain business of Cady & Co. The plant will be improved and new machinery installed.

Buffalo, N. Y.—Representatives of the Husted Mlg. Co. met the lawyers representing the estates of the 33 men killed and the 64 injured in the dust explosion at its plant, June 24, and agreed to settle all cases out of court. The total claims amount to \$93,000 and the company deposited that amount Dec. 17, with the Commonwealth Trust Co. as trustee. Apportionment will be made when testimony on the claims is heard in the equity court.

Buffalo, N. Y.—Cyrus C. Lewis filed a voluntary petition in bankruptcy, his assets amounting to only \$5,000, which includes only an insurance policy. The creditors include the Marine Natl. Bank with a claim of \$22,292, L. W. Forbell & Co. of New York with one of \$6,581 and Dudley M. Irwin with \$1,273. The total liabilities are listed at \$31,485. He was mgr. for the Lewis Grain Co., salvage and sample grain dealers, and a member of the Corn Exchange.

NORTH DAKOTA.

Sharon, N. D.—The Sharon Mlg. & Elvtr. Co. has re-opened its plant.

Voss, N. D.—The Farmers Elvtr. Co. is reported to be considering the sale of its elvtr.

Drayton, N. D.—I am out of the grain business at present.—W. A. Ion, formerly mgr. Andrews Grain Co. at Pittsburgh, N. D.

Juanita, N. D.—Ralph Olmges has succeeded me as agt. for the Minnesota Elvtr. Co. and I am out of the grain business at present.—Wm. Grunheck.

Flushing sta. (Inkster p. o.), N. D.—The officers of the Farmers Elvtr. Co. are Dan. Dunlop, pres.; Geo. W. Spangler, sec'y-treas., and R. T. Congram, mgr.

Burt, N. D.—The Burt Equity Exchange has leased the elvtr. of David Coutts for the balance of the season and will discontinue track buying.—G. D. Riesland, Mandan.

Sydney, N. D.—The Winter-Truesdell-Ames Co. has completed a 30,000-bu. elvtr. at this station, equipped with a Fairbanks Engine and Scales. C. E. Bird & Co. had the contract.

Dover, N.D.—H. H. Saholt, formerly agt. for T. H. Cousins at Gupitl (Carrington p. o.), has been transferred to this station and has succeeded A. C. Lundby, who is now located at Ypsilanti.

Clements ville, N. D.—The Winters-Truesdell-Ames Co. has completed a 30,000-bu. elvtr. at this point, and has installed a Fairbanks Engine and Scales. C. E. Bird & Co. did the work. W. N. Abbott is agt.

Fargo, N. D.—We have hired the Fargo Trades & Assembly Hall in this city for Jan. 23, and will hold an informal meeting of elvtr. mgrs. and members of our Ass'n at 9:30 a. m. We can also have the hall for an afternoon session should we need it. Our meeting occurs during the convention of the Tri-State Grain Growers Ass'n which will be held Jan. 20 to 24.—Nils R. Tacklind, Sec'y North Dakota Ass'n Mgrs. of Farmers Co-operative Elvtr. Companies, Drayton.

Mott, N. D.—Fred Dettlows of Noonan will assist Agt. Duncanson at the Occident Elvtr.

Hettinger, N. D.—The Hettinger Mfg. Co. has equipped its elvtr. with a Hall Signaling Grain Distributor.

Grand Harbor, N. D.—The elvtr. of the Farmers Elvtr. Co. containing 15,000 bus. of grain burned Dec. 10; loss \$20,000.

Cartwright, N. D.—A. J. Stafne is building a 30,000-bu. cribbed elvtr. and installing an 8-h.p. Fairbanks Engine, and 100-bu. hopper scale, Bird Manlift and cleaner. C. E. Bird & Co. have the contract.

Westby, N. D.—The Onstead Grain Co. is building a 30,000-bu. cribbed iron clad elvtr. Equipment includes dump and hopper scale, 10-h.p. Fairbanks Engine, cleaner and one leg. D. F. Hoag & Co. are doing the work.

Odessa, N. D.—Curry Morris shipped his last car for the season from this station Dec. 2. He has been buying on track and it took over 2 weeks to fill the car. Mr. Morris decided it did not pay to hold on any longer.—G. D. Riesland.

Odessa, N. D.—Hintz & Sons checked out their buyer, August Reich, Dec. 1, and will operate the elvtr. without any extra help for the rest of the season. Mr. Reich's work showed up in good shape and all concerned are well satisfied.—G. D. Riesland, Mandan.

Wishek, N. D.—James Welch, mgr. of Welch & Doyle, recently caught his right hand in the conveyor in the elvtr. but he is getting along nicely.—Wm. Wilcke.

Northwood, N. D.—I am ass't at the elvtr. of the Northwood Mill & Elvtr. Co.—C. N. Slette.

Dalberg Siding (no p. o.), N. D.—The Farmers Elvtr. Co. has been organized at this station which is a new town on the Fairmount & Veblen R. R. east of Veblen. Officers of the company are T. A. Gunnarson, pres.; Dan Danielson, vice-pres.; P. A. Nepstad, treas., and J. L. Tjosten, sec'y.

Bismarck, N. D.—In regard to the use of flax dockage tables, we have the following to say: No objection is made to the use of any device or table which is mathematically correct but the ordinary kind in use in the state in the past is a clever juggling of figures tending to convey the idea that 2 and 2 are 5. The use of any such table is prohibited by order of this Commission, rule No. 26 reading as follows: "In computing the number of pounds of dirt or foreign matter in small grain no table shall be used which justifies taking a greater number of pounds of dockage than the percentage arrived at in the test will warrant." Under this order any honest table may be used.—R. N. Anderson, com'sner, State Board of Railroad Com'sners.

OHIO.

Gibsonburg, O.—The Gibsonburg Elvtr. Co. has built a new elvtr.

Willshire, O.—We will install a new overhead dump.—Willshire Mfg. Co.

La Rue, O.—James King has succeeded King & Markey.—Chas. Bayman.

New London, O.—We have succeeded Coleman & Carr.—Palmer & Carr.

Rawson, O.—Russell Ritter has succeeded Geo. Huber.—Arnold & Co.

Huron, O.—L. W. Scheid has been scooping at this point.—J. Stryker & Son.

Lebanon, O.—Karl Brown is scoop shoveling at this station.—Aungst Bros. & Co.

Green Camp, O.—I have installed a Fairbanks, Morse Oil Engine.—Ed. Atherton.

Greenfield, O.—We expect to build an elvtr. next year.—Greenfield Grain & Hay Co.

Unioopolis, O.—We are installing a new 40-h.p. steam boiler.—The Rinehart Grain Co.

Shawtown, O.—We will install a new grinder.—Shawton Grain Co., O. L. Todd, mgr.

Osgood, O.—We tore down our old elvtr. and have erected a new one.—Alexander Bros.

Pavonia, O.—I am the owner and operator of the only elvtr. at this station.—E. J. Hout.

Elgin, O.—H. G. Pollock is now operating the elvtr. formerly operated by Robert Kolter.

St. John, O.—We are building an 8,000-bu. corn crib addition to our elvtr.—Allen & Wells.

Portsmouth, O.—Louis C. Gehres, of Gehres Bros., died recently of pneumonia at the age of 30.

Collinsville, O.—I have succeeded J. H. Shumaker as agt. for Payne & Eikenberry Co.—Glen Ginette.

New Hope sta. (Campbellstown p. o.), O.—We have succeeded G. W. Richards & Co.—Richards Bros.

Reeseville, O.—We have installed a No. 8 Bernert Pneumatic Grain Conveyor.—O. W. Linkhart & Son.

Laurelville, O.—The Armstrong Mfg. Co. is scoop shoveling at this station.—Laurelville Grain & Mfg. Co.

Sycamore, O.—Geo. E. Schroth of Tiffin has been appointed receiver for the defunct Sycamore Mfg. Co.

Greenfield, O.—We have succeeded the Island Grove Mill Co. and now own its plant.—C. C. Norton Sons.

Grelton, O.—We have installed a cob burner to take care of our surplus cobs.—The Farmers Grain & Seed Co.

McComb, O.—R. E. Teegarden of Greenville has leased our elvtr. and will take possession Jan. 1.—J. W. Long & Son.

Bellefontaine, O.—The Bellefontaine Hay & Grain Co. is out of business at this point.—Harry D. Pendrey, formerly mgr.

Van Wert, O.—I have leased the elvtr. of the E. C. Fisher estate, Mr. Fisher having died sometime ago.—H. H. Ludwig.

Hardin (Sidney p. o.), O.—Phil Sheets of Botkins has bot the elvtr. of the Hardin Grain Co. W. E. Crumsbaugh will be mgr.

Jackson Center, O.—Allan L. Briggs has bot the elvtr. of Chas. Elliott and will begin operation at once.—E. T. Custenborder & Co., Sidney.

St. Henry, O.—The Farmers Grain & Mfg. Co. will discontinue business and we will enter the trade at this station.—St. Henry Mfg. Co.

Kalida, O.—We have bot the elvtr. of the Kalida Mfg. & Grain Co. and are the only dealers at this station.—The Odenweller Mfg. Co., Ottoville.

Creston, O.—We have repaired our elvtr. and installed a 35-h.p. gasoline engine. Flick & Wells are handling grain with a shovel at this station.—S. M. White & Son.

Hughes sta. (Hamilton p. o.), O.—H. B. Dockum of Milford dips into our territory occasionally for corn and is an injury to the busin ss.—Cass M. Elliott, Hughes & Elliott.

London, O.—The improvements in the elvtr. of John B. Van Wagener have been completed and new machinery installed. The capacity of the plant has been doubled.

Flatrock sta. (Bellevue p. o.), O.—The I. T. Fangboner Co. will make extensive improvements in its plant at this point and will close the elvtr. while new machinery is installed.

Holgate, O.—The recently organized Holgate Grain & Stock Co. has bot the elvtr. of the Holgate Elvtr. Co. Geo. Ricker is pres. and F. H. Vogel sec'y of the new company.—L. L. Snyder.

Jamestown, O.—Our elvtr., known as the "Tribune Elvtr.", will be remodeled and a new Fairbanks Automatic Scale will be installed. We will be ready to operate it Jan. 1.—George & Ervin Bros.

Benton Ridge, O.—The Ohio Hay & Grain Co. of Findlay and H. L. Wood of McComb buy and load at track at this station. The elvtr. here owned by F. B. Douglas of Monroe is not in operation.

Richwood, O.—O. P. Lenox & Son have dissolved partnership. R. W. Lenox will continue to operate the elvtrs. at this station, Claiborne and Woodland, formerly owned and operated by O. P. Lenox.

Bucyrus, O.—G. K. Zeigler of Zeigler & Co., died Dec. 8, after a week's illness with pneumonia. He was 83 years old and was well known to the grain and milling trade, having operated the Zeigler mill since 1876.

Akron, O.—We are building a 3-story, 192x65 ft. concrete and brick storage house and will equip it with conveyors and elvtrs. We have just completed the installation of new machinery, doubling our mill capacity.—Pioneer Cereal Co.

Painesville, O.—The office of the Nickel Plate Mfg. Co. was entered by burglars recently. Thirty-three cents was all the thieves got for their trouble. On the same night the elvtr. of the Painesville Elvtr. Co. was entered and a brass pump stolen.

Cincinnati, O.—The terms of the two representatives of the grain trade, E. A. Fitzgerald and C. E. Nippert, expire at the next election and the grain members of the exchange are deeply interested in the selection of the candidates to succeed them.

Cleveland, O.—The new concrete elvtr. of the Lake Shore Elvtr. Co. will be turned over to the company Feb. 15, if nothing happens to prevent continued work on the structure. It was started last August but the lake storms have stopped the work several times.

Lykens, O.—L. D. Spitler of Broken-sword has bot the interest of Henry Miller in the elvtrs. of Miller, Fike & Dillinger at this station, Bloomville and Republic, taking possession Apr. 1. The new firm will be composed of James Dillinger, W. H. Fike, Chas. Rhoad and Mr. Spitler.

Belle Center, O.—Healy Bros. have bot a big brick building here and will use it for their wholesale seed business. They will build a 35-ft. addition to the building, 75 ft. high and will use it for grain, having decided to enter the grain business. The latest machinery for handling grain will be installed in the addition.

Xenia, O.—Ervin Bros. of Jamestown and Herbert Davis of this city have consolidated their grain interests and leased the elvtr. of R. M. Smart for 5 years. The elvtr. will be remodeled and will be equipped with cleaner and gas engine or motor. The new firm will commence business Jan. 10, probably operating as Ervin & Davis.

Eaton, O.—I have completed a 24x36-ft. building in the rear of my elvtr. for the storage of cement, lime, etc. It is connected with the elvtr. by an overhead storage building 30x60 ft. I will enlarge the bins in my elvtr., increasing my storage capacity one-half, and will install a screw conveyor to the bins.—Joseph Poos.

Clyde, O.—We have succeeded L. S. Reel & Co. Our officers are L. L. Reel, pres.; A. W. Reel, vice-pres.; Howard Reif, sec'y, and Thos. P. Dewey, treas. The company has been incorporated with a capital stock of \$20,000 and will deal in grain and farm products. Slessman & Son have succeeded Comstock & Slessman.—The Reel Mfg. Co.

Clark sta. (New Madison p. o.), O.—I have remodeled my elvtr., putting in 4 10x30-ft. concrete bins and hopping all the wooden bins. I also installed friction clutch pulleys, new elvtr. legs, Western Corn Sheller, new drags and a 1,000-bu. Richardson Automatic Scale. I also concreted the floor in the basement.—Fred Aukerman.

Conneaut, O.—The Conneaut Grain & Feed Co. was compelled to close its plant for a few days to replace a large grinding mill that suddenly flew to pieces while in operation. Without warning the machine burst while running at full speed and the grinding room as well as the grinder was a complete wreck. A new Sprout-Waldron Mill of 6,000-lbs. per hour capacity has been installed and work is going on as usual.

Haskins, O.—The Northwestern Ohio Farmers Grain Ass'n held its annual meeting here, Dec. 10. The following officers were elected: Fred J. Brand, Haskins, pres.; M. Heyman, Bellevue, vice-pres.; J. F. Myers, Malinta, sec'y. The meeting was made interesting by the excellent addresses of H. C. Price, of the agricultural commission, of Columbus, and J. Buckingham, of Bellevue.

Lima, O.—The new elvtr. of Andrew Ringlein has been completed. It is equipped with 2 natural gas engines of 20 and 15 h. p. and another engine of 15 h. p. will be installed later on to operate a feed mill, a 90-bu. Sprout-Waldron Cracked Corn Grader, 500-bu. sheller, 200-bu. wagon dump, poultry feed mixer, 1,000-bu. Fairbanks Hopper Scale, 1,000-bu. automatic scale, 600-bu. Monitor Oat Clipper, attrition mill, roller feed mill, 600-bu. wheat cleaner, Clipper Seed Cleaner, Union Iron Works Manlift, and a Fairbanks Wagon Scale. A 104x28 ft. warehouse will also be built.

Amlin, O.—The new 10,000-bu. elvtr. of Latham Bros. has been completed. The equipment includes a 400 to 600-bu. Western Sheller, 400 to 600-bu. Western Cleaner, 1,000-bu. Richardson Automatic Scale, 1 46-ft. Western Drag Chain Feeder, 1 26-ft. Smith Drag, Smith Manlift, 1 stand 16x7-in. elvtrs. for ear corn, Smith Overhead Dumps with power attachment, Clipper Seed Mill No. 6, and E. Englehart Flexible Spout Holder and Car Loader. There are 4 cribbed bins of 1,500 bus. capacity each and a 4,000-bu. corn crib. G. W. Donehoo did the work.

TOLEDO LETTER.

Chas. K. Franks has applied for membership in the Produce Exchange.

Henry Pfafenbach, a grain dealer here, has been appointed a member of the Tax Review Board in this city.

Another grain man has been added to the family of Fred C. King, a baby boy having arrived in time for the holidays.

The East Side Iron Elvtr. Co. will not be responsible for the condition of new corn and will handle same only at owner's risk.

John F. Courcier, formerly sec'y of the Grain Dealers Nat'l Ass'n, has applied for membership in the Produce Exchange and is said to be contemplating entering the cash grain business.

The Tri-State Producers & Dealers Ass'n held a meeting in the Boody House, Dec. 10. The principal topic of discussion was the recent discontinuance of the call board on the exchange. Pres. F. O. Paddock stated in explanation that a legal point was involved and that such a call board could not be operated without violating the Sherman anti-trust law or the Valentine anti-trust law, since in getting together in the making of the price of the various products at the opening of the market each day, the members were placing themselves liable to prosecution for violating the point which states that no two, nor more than two, men can agree upon a price to charge a buyer if they are connected with two separate and distinct firms, without making themselves liable. The discontinuance of the call board raised the question of what would be a fair basis for the making of the price which should be paid the farmer for his grain, since formerly the dealers in Ohio, Indiana and Michigan, who are members of the tri-state organization, took the call bids as a basis. After much discussion, Sec'y Riddel was instructed to issue his daily report, taking the closing prices here and at several other markets.

OKLAHOMA.

Oklahoma City, Okla.—B. C. Housel is now asst. mgr. of the Plansifter Mfg. Co.

Stonewall, Okla.—H. G. Foster contemplates the erection of a mill and elvtr. at this point.

Miami, Okla.—Miami Flour & Feed Co. has replaced its steam power plant with a gas engine.—M.

Binger, Okla.—The Opitz Elvtr. Co. has bot 2 13,000-bu. bins and will erect them near the present elvtr.

Oklahoma City, Okla.—Fred Honea, sec'y-treas. of the Oklahoma City Mill & Elvtr. Co., has resigned and will become asst. mgr. for the Morrison Mfg. Co., Dallas, Tex.

Tuttle, Okla.—The elvtr. of the Wheatland Grain & Elvtr. Co., containing 12,000 bus. of grain burned at 3 a. m., Nov. 25. Part of the elvtr. was saved. The loss amounted to \$15,000 and is partly covered by insurance. It will be rebuilt in April or May.

PENNSYLVANIA.

Reading, Pa.—J. P. Martin is having plans made for a grain elvtr. and warehouse, which will be the largest grain storage building in Berks county.—C.

PHILADELPHIA LETTER.

Thos. C. Ralston has been admitted to membership in the Commercial Exchange.

The final touches are now being put on the new Penna. Ry. Co.'s big elvtr. at Girard Point and it will be opened for service at an early date.

Donald McKay, recently elected to membership in the Commercial Exchange, has severed his connections with the grain firm of Brooke & Pennock and will now represent E. M. Richardson on the floor.—C.

Chester W. Hill, ex-collector of the Port of Philadelphia, and Wm. J. Conlen have been appointed by the court as receivers for W. L. Bear & Co., and investigations are said to have revealed liabilities amounting to \$600,000, with only half the amount in assets. A large amount of the assets are also reported to be pledged for loans. Unsecured creditors are reported to have claims amounting to \$100,000. Bear is charged with having bot stock for patrons and never delivering it.

The grain trade thruout Eastern Pennsylvania is showing keen interest in a proposed bill for an appropriation to make the Susquehanna River navigable from the Chesapeake Bay to the New York state line. It will mean the expenditure of millions of dollars and years of labor, but as the river runs thru a greater part of the farming district, and also touches many of the most important cities in the eastern part of the state, it will be a great help to the grain trade.—C.

The Commercial Exchange has been asked by the steamship interests of the port to use its influence with the Pennsylvania and the Philadelphia & Reading Ry. Co.'s to increase their floating facilities for the handling of grain. Attention has been called to the disadvantages under which line steamships labor in being subjected to delay because of the limited number of barges and floating elvtrs. operated by the railroads at the loading points on the Delaware River. Chairman McKnight of the Grain Com'te will take the matter up with the railroads. The Pennsylvania Railroad's floating capacity for handling grain by elvtr. is 16,000 bus. per hour, and their barge capacity is about 130,000 bus. While the Philadelphia & Reading is able to handle only 11,000 bus. per hour with its one elvtr., the barge capacity being 163,500 bus. The Pennsylvania's floating elvtr. equipment exceeds that of the Reading company by 5,000 bus. per hour, but the latter's barge capacity is 33,500 bus. greater than that of the Pennsylvania company.—C.

SOUTH DAKOTA.

Bryant, S. D.—I have succeeded H. L. Stearns as mgr. for the Ostroot Elvtr. Co.—Ray Fredrickson.

Webster, S. D.—A wheat tester has been installed in the elvtr. of Geo. C. Bagley & Co. James Cooper, Jr., is mgr.

New Effington sta. (Effington p. o.), S. D.—Bredvils & Bieto have entered the grain trade at this point and have completed an elvtr.

Ben Clare sta. (Valley Springs p. o.), S. D.—R. G. Finch has succeeded W. Harvey as our agt. at this station.—L. B. Spracher & Co., Sibley, Ia.

Huron, S. D.—Queen City Mfg. & Elvtr. Co. incorporated; capital stock \$250,000; incorporators W. W. Coulson, J. N. Myers and G. M. Lawrence.

Pierpont, S. D.—H. S. Chamberlain bot my business at this station and I am now going out of the grain business.—R. P. Robert, Minneapolis, Minn.

White Rock, S. D.—Ed Anderson of Wheaton, Minn., has succeeded Levi Anderson as mgr. for the Crown Elvtr. Co. Mr. Anderson resigned and will be mgr. for the Farmers Elvtr. Co. at Hammer Siding (no p. o.).

Hammer Siding (Eddy p. o.), S. D.—Officers of the recently incorporated Farmers Elvtr. Co. are H. T. Birdsall, pres.; Ole M. Ulstad, vice-pres.; Chas. Dahl, treas.; H. M. Fellbaum, sec'y, and Levi Anderson, mgr.

Market (no p. o.), S. D.—I have built a cribbed, steel-clad elvtr. at this station, which is on the C. M. & St. P. near Springfield. The elvtr. will be known as the Market Elvtr. and opened for business Dec. 10.—S. M. Brann, Springfield. Mr. Brann formerly owned an elvtr. at Springfield but the house burned in July. Recent reports have been that he was building at Springfield and would lease to J. C. Pigsley.

SOUTHEAST.

Woodville, Miss.—The grain warehouse of Norris H. Rothschild filled with grain burned at 6 p. m., Dec. 6; loss \$4,000; no insurance.

Martinsburg, W. Va.—The elvtr. of John W. Bishop was damaged by fire Dec. 10, to the extent of \$20,000. The fire broke out at 12 p. m. and 15,000 bus. of wheat, just cleaned, was ruined by the fire and water. The loss is partially covered by insurance.

Mobile, Ala.—The Mobile Grain Dealers Ass'n of the Chamber of Commerce was organized Dec. 5, by the grain men of this city. Herbert Lyons was elected permanent chairman; Lee Zimmerman, vice-chairman; H. M. Hopper, treas., and Don Farnsworth, sec'y. Mr. Farnsworth is also business mgr. of the Chamber of Commerce. The executive is composed of the first 3 officers and D. T. Sims and C. P. Dumas. The by-laws of the organization have been adopted and monthly dues of \$2 per member have been fixed. All persons, firms or corporations engaged in the grain, hay or feed business in the city of Mobile are eligible for membership. The by-laws also state that all grain and feed brought into Mobile must be inspected. A regular rate of inspection fees has been fixed with which the salary of the inspector will be paid. J. T. Pope of Nashville has been appointed official inspector of grain, hay, alfalfa and feed shipments. He began his work Dec. 15, and will make his headquarters in the Chamber of Commerce Bldg. Grain men have been advised that the firms having switching facilities will be allowed only 24 hrs. to load and unload cars. The promptness with which they have their shipments tested and graded will save them overcharges.

TENNESSEE.

Nashville, Tenn.—The decision of the U. S. Supreme Court in the Nashville reshipping case is eagerly awaited by grain dealers at this market who feel that the importance of this city as a market practically depends on it.

Nashville, Tenn.—The annual election of the Southeastern Millers Ass'n was held in this city Dec. 4, and the following officers were named: E. M. Kelly, Nashville, pres.; J. L. Knauss, Evansville, first vice-pres.; W. L. Sparks, Terre Haute, second vice-pres.; J. B. McLemore, this city, sec'y, and E. A. Lindsey, Nashville, treas.

Memphis, Tenn.—The annual election of the Merchants Exchange will be held Jan. 15 and two nominating com'ites will put candidates in the field. The Hay & Grain Dealers Ass'n recently held its annual election at a dinner and named W. P. Brown, pres., and John B. Edgar vice-pres., C. B. Stafford being retained as sec'y-treas.

TEXAS.

Crowell, Tex.—The Bell Grain Co. has moved to the Bell Bldg.

Denison, Tex.—The plant of the Knaur Grain Co. has been put into operation.

San Antonio, Tex.—The plant of the Pioneer Mills Co. is being greatly improved.

Itasca, Tex.—The Itasca Roller Mills & Elvtr. Co. is installing electric power in its plant.

Clarendon, Tex.—The Bennett-Sims Mill & Elvtr. Co. is building a large addition to its elvtr.

Houston, Tex.—Lamkin & McElroy have completed a large grain and feed storage warehouse.

Canadian, Tex.—We have sold our grain business and are out of the grain trade.—Johnson Merc. Co.

Wichita Falls, Tex.—The new 500,000-bu. elvtr. of the Wichita Mill & Elvtr. Co. will be of concrete and steel. Work will be started at once.

Fort Worth, Tex.—Sec'y Gibbs of the Texas Grain Dealers Ass'n is said to be improving and it is hoped that his leave of absence and freedom from business cares will restore his health.

Houston, Tex.—Ground has been broken for the new mill and elvtr. of the Bishop Ice & Cotton Co. The plant will cost \$12,000 and the elvtr. will have a capacity of 20,000 bus. with a loading and unloading capacity of 1,000 bus. per hour. The latest improved machinery will be installed thruout.

UT

Myton, Utah.—The Utah Power & Light Co. will build a 30,000-bu. elvtr. J. H. Reader is one of those interested.

WASHINGTON.

Seattle, Wash.—The new grain tanks of the Chas. H. Lilly Co. have been practically completed and the conveyor galley is nearly finished.

North Yakima, Wash.—We are increasing our elvtr. capacity to 100,000 bus. and are spending \$10,000 in improvements in our plant.—North Yakima Mfg. Co.

Spokane, Wash.—G. H. Toevs, pres. and mgr. of the Vancouver Flour Mills Co., has succeeded Sam'l Glasgow as mgr. of the Centennial Flour Mills of this city.

Seattle, Wash.—The Fisher Flouring Mills Co. has completed an 80,000-bu. temporary warehouse which gives them a total storage capacity of 600,000 bus. The warehouse is connected with the main plant by a tank belt conveyor system.

Centerville, Wash.—The recently organized Farmers Union has decided to handle grain in bulk and will build its elvtr. for that purpose. The S. P. & S. R. R. Co. has donated the site for the house. Henry Yaeckel is pres. and S. C. Eshelman sec'y of the company.

Colfax, Wash.—The Colfax Mfg. Co. is building an unloading elvtr. with a capacity of 400 bus. per hour for the purpose of unloading cars of bulk wheat from Montana. The new elvtr. and conveyor do away with all trucking. Another conveyor on the inland side of the plant and dust collectors are also to be installed.

Seattle, Wash.—The Chamber of Commerce held a conference Dec. 15 with the Port Com's'ners and representatives of the various farmers organizations of the Pacific Northwest and it was definitely decided to build a 500,000-bu. elvtr. on the Sound. The matter was thoroly gone over and the farmers' convincing arguments

that they could save from 8c to 10c a bu. by shipping in bulk, rather than in sacks, decided the matter for the com's'ners. Those present at the conference included A. V. Swift, National vice-pres. of the Oregon Farmers Union and a director of the Tri-State Terminal Warehouse Co.; H. M. Chittenden, C. E. Remsburg and Paul Whitman, of the Port Com's'n; L. C. Crow, pres. of the Farmers Union of Washington, Pullman; W. P. Cox, Colfax, member of the executive com'ite of the National Farmers' Union; B. F. Manchester, Colfax, and C. W. Nelson, Seattle, representatives of the Tri-State Terminal Warehouse Company. Visitors and com's'ners were entertained at luncheon at the Savoy Hotel after the conference and were later taken for an automobile trip thru the city. The site of the new elvtr. has been selected and actual construction will be started as soon as the surveys are made. In speaking of the matter, Mr. Swift said: "We were called to Seattle to confer with the com's'n as to building an elevator that would mean the elimination of the use of sacks in handling grain. The com's'n was pleased to get our views, and at once decided to build the elvtr. for which they have the money, provided by a recent bond issue of several million dollars for public docks and elvtrs. The Pacific Northwest and Argentina are the only grain-growing sections of the world that ship in sacks. We showed the com's'n that bins may be built in the holds of ships, and that the lumber used may be sold at the port of destination at a profit."

WISCONSIN.

Fall Creek, Wis.—We will build an elvtr.—Niebuhr & Son.

Eau Claire, Wis.—A 16x70 ft. addition is being built to the elvtr. of the C. W. Chenny Co.

Bay City, Wis.—The remodeling of the elvtr. of the Farmers Grain Co. has been completed.

Manitowoc, Wis.—Wm. Rahr & Sons Co. has increased its capital stock from \$800,000 to \$1,000,000.

Neillsville, Wis.—The Farmers Elvtr. Co. has taken over the elvtr. of A. B. Marsh. Fred Burley will be mgr.

Oconomowoc, Wis.—The Milwaukee Elvtr. Co. has installed a Fairbanks-Morse Oil Engine, replacing the electric motor. The company decided that electric power cost too much.

Cedar Grove, Wis.—The Pantzer Lbr. Co. has bot the elvtr. of De Masters & Groedert Bros. and will use it for a store room. I have formed a partnership with Mr. Krueen and we operate as Van de Wall & Krueen.—John Van de Wall.

MILWAUKEE LETTER.

Samuel W. Tallmadge has fully recovered from his recent serious illness and is again on 'change.

W. E. Haberman and A. W. Asmuth have been admitted to membership in the Chamber of Commerce.

Frederick W. Friese, owner and publisher of the *Daily Market Letter*, died Dec. 9, at the age of 75.

The elvtr. of the American Malting Co. was threatened by fire Dec. 12, when the coal sheds of the Penn. Coal Co. near it burned.

In a recent decision the arbitration com'ite of the Chamber of Commerce stated: "It has long been a well established principle of the trade that the unloading of a car of grain by the buyers is an act which constitutes an acceptance of the property."

The following amendment to the rules of the Chamber of Commerce, recently recommended by the directors, has been adopted: A commission shall be charged for services in receiving and handling the property in this market in those cases where it is taken from the hands of the consignee and ordered by the consignor turned over to other parties, or withdrawn from the market by the consignor.

A petition asking that a membership ballot be taken on the question of preserving the integrity of the commission rule in requesting that a system be planned for publicity posting bids for cash grain at outside points, in transit to Milwaukee, is being circulated on the Chamber of Commerce.

Members of the Chamber of Commerce will fittingly celebrate the death of the old year, on the night of Dec. 31, with a grand "de luxe" entertainment in the Opera House. Wm. Hottensen is chairman of the entertainment com'ite and has promised a show to eclipse all previous efforts of the Exchange.

A birdseye view diagram of the business organization of the Chamber of Commerce has been made by Sec'y Plumb. It shows the official structure of the exchange from the pres. down to the com'ites and minor employes. It will be drawn on a large cardboard and posted on the main floor, where all "who run may read."

Geo. A. Schroeder, mgr. of the freight buro of the Chamber of Commerce, has announced that on and after Jan. 1, all rules published by the C. M. & St. P., C. & N. W. and Soo Lines with reference to the application of a track storage charge in addition to a demurrage charge for the detention of cars held on team tracks will be cancelled.

WYOMING.

Greybull, Wyo.—The Standard Grain Co. of Omaha has closed arrangements for the erection of a large alfalfa mill at this point.

Burns, Wyo.—The elvtr. of the Farmers Elvtr. & Mfg. Co., containing 500 bus. of grain, burned to the ground Dec. 10; loss covered by insurance. The house will probably not be rebuilt.—J. Hardigan, agt. Overland Cereals Co.

Cheyenne, Wyo.—The reports being circulated that Albert D. Johnson is backing a company to build a number of elvtrs. are incorrect. Mr. Johnson writes: I must confess that the information relative to the building of a line of elvtrs. was a surprise to me and my friends. At the present time I have nothing of this kind in anticipation.—A. D. Johnson, cashier 1st Natl. Bank.

MORE SCALE TROUBLES.

The impossibility of a scale weighing correctly with any of its parts binding is self-evident; yet scale inspectors find scale after scale in this condition, due either to faulty installation or to careless maintenance.

One inspector had to cut out the platform joists to prevent beam rod from binding. Another found the lever binding on pit at one corner and the platform binding on the frame. One scale was found with top of pit too close to the timbers of the scale. When grain was dumped into the pit, it covered one of the scale levers; and the elevator man had to wait until the pit was emptied before he could obtain tare weights.

Accurate weights are only obtainable on a scale built amply strong, installed on a firm foundation, roomy enough to give all parts of the scale space to move, and maintained in clean, well-oiled condition.

Dirt around the levers is frequently a cause of trouble. In one elevator the inspector found that the scale timbers and dump shaft struck the hopping, causing the scale to weigh light. In installing another scale, the contractor had cut the rod running from the shelf lever to the nose irons too short, bringing the two main levers up against the scale frame. This caused the entire load to rest on the centers of the two main levers, and as a result they sprang 1½ in. out of line.

Grain Carriers

The Canadian Pacific Ry. moved this year's harvest without a car shortage, according to Arthur Hatton, its superintendent of car service.

The largest cargo of wheat ever carried across the Atlantic was loaded Nov. 10 into the steamer Tellus at Philadelphia, and totaled 409,051 bus.

The Great Northern has changed the location of its extension across the Berthold Indian reservation, and will now pass thru Garrison, N. D.

Superior, Wis., shipped this year 67,619,170 bus. of grain, 6,000,000 bus. more than last year, according to the Wisconsin Grain and Warehouse Commission.

The total car surplus on Dec. 1 was 67,466 cars, of which 26,191 were box cars, according to the American Railway Ass'n. The total car surplus on Nov. 30, 1912, was 26,135 cars.

The flaxseed in the steamer I. W. Nicholas, which was wrecked off Point Kettle, Ont., last month, was recently examined by E. L. Pugh, a Duluth grain sampler, to determine the amount of salvage.

The Galveston, Harrisburg & San Antonio Ry. tariff cancelling the allowance for loading and unloading grain at ship-side, Galveston, Tex., has been suspended by the Interstate Commerce Commission to Apr. 7.

The Canadian government will spend \$500,000 for improving the French River, which connects Lake Nipissing with Lake Ontario. When this work is completed, Callander, Ont., on Lake Nipissing, the eastern terminus of the Canadian Northern Railway, will become a lake port.

During November the Soo canals handled 47,632,532 bus. of wheat, compared with 45,676,457 bus. in November, 1912, and 26,752,896 bus. in November, 1911. Grain other than wheat totaled 21,667,557 bus., compared with 20,680,060 bus. the previous year and 10,937,650 bus. two years ago.

"It will make no difference to the Oregon farmer whether he ships his grain to Portland or Seattle, as long as the railroad rate is the same to either place, but he is paying for the extra haul just the same. We would like to see a rate based on the distance hauled, so that our wheat could be shipped to Portland with the advantage of a reduced rate."—A. V. Swift, vice-pres., Oregon Farmers Union, Baker City, Ore.

Toledo grain men met railway traffic men at Detroit, Mich., on Dec. 16 in connection with the complaint the Toledo Produce Exchange recently filed with the Interstate Commerce Commission. The carriers some time ago established an ex-lake rate of 15c on grain from Chicago, Ill., and a rate of 16c from Toledo, to Eastern points. The railroads offered a lower rate to Boston and New York territory, but insisted that existing rates to Baltimore and Philadelphia must stand. The Toledo men rejected the offer and determined to prosecute their suit vigorously before the Interstate Commerce Commission. The Toledo delegation consisted of F. O. Paddock, Henry L. Goe-mann, David Anderson, Fred Mayer, Wallace Applegate, C. S. Coup, George Woodman, William Annin, J. W. Young, and Henry Devore.

A refund of \$57.60 covering overcharges on grain shipments moving over the C., M. & St. P. Ry. from Richfield, Wis., to Milwaukee, has been ordered by the Wisconsin Railroad Commission in favor of Peter W. Wolf, Richfield.

Texas grain shippers are demanding that crushed kafir corn and milo maize be handled under grain rates and be given transit privileges; and the Texas Railroad Commission will investigate the complaint during its January term, beginning Jan. 13.

Illinois is compelled to maintain forever as a water highway the Illinois and Michigan Canal, according to State's Attorney General Lucey, or forfeit to the federal government millions of dollars representing the value of land granted the state to aid in the construction of this canal. It would cost at least \$1,000,000 to repair the "Tadpole Ditch."

The average capacity of freight cars in 1911 was 74,000 lbs., according to belated statistics just published by the Interstate Commerce Commission. These figures show that the railroads owned 2,195,331 freight cars, of which 87,920 were cars of 40,000 lbs. capacity; 10,566 were 50,000-lb. cars; 823,856 were 60,000-lb. cars; 614,788 were 80,000-lb. cars; and 475,871 were 100,000-lb. cars.

The Vancouver, B. C., Board of Trade on Dec. 4 filed a plea with the Dominion Railway Commission that the Canadian Pacific Railway be required to extend the special low rates into Vancouver now applying on grain exported to Central and South America, to apply also on grain exported to the United States, in order to enable Vancouver grain men to ship to California markets.

The proposed cancellation of proportional rates on grain and grain products from St. Louis, Mo., to East St. Louis, Madison, and other Illinois points, to the Atlantic seaboard and eastern points, has been re-suspended by the Interstate Commerce Commission until June 18 in order to give the commission an opportunity to complete its investigation into the reasonableness of this advance.

The general increase in grain rates from Illinois points to eastern and central markets was sustained by the Interstate Commerce Commission Dec. 22. On the same day the Commission decided that the proposed increase in rates on grain by-products from Mississippi River crossings and the advances in proportional rates on grain from upper Mississippi River points are not justified, and the existing rates must be maintained.

The New York Produce Exchange on Dec. 8 filed a complaint with the Interstate Commerce Commission against the New York Central & Hudson River Railroad and other lines, alleging that the ex-lake rates on grain from Buffalo and other lake ports to New York were unreasonably high, diverting traffic to Montreal and creating an undue and unreasonable discrimination against New York, thereby violating the first, second, third, and fourth sections of the Interstate Commerce Act. The Commission is requested to establish reasonable ex-lake rates, and to require a sliding scale of rates to be put into effect during the winter season. In this connection, the Minneapolis Civic and Commerce Ass'n has filed a protest against the proposed increase in lake-and-rail rates between New York and Minneapolis, proposed by the Mutual Transit and Western Transit Companies.

The New Orleans Board of Trade obtained an amicable settlement of the demand of Baton Rouge merchants for lower rates on grain, grain products and mill-feeds to points west of Morgan City; and all parties have agreed to accept equal rates to apply from both cities.

Abuses in connection with private car lines will be investigated by the Interstate Commerce Commission early in January. The Commission has found that there are 140,000 private cars in this country; and it has decided to investigate the relations between the carriers and the private car line companies.

The tariff increasing the rate on malt from Milwaukee to New Orleans, from 17½c to 23c, effective Jan. 1, was protested Dec. 12 by George A. Schroeder, traffic manager of the Milwaukee Chamber of Commerce; and the Interstate Commerce Commission ordered the tariff suspended, pending an investigation.

Readjustments in freight rates in Minnesota and Iowa were completed Dec. 19 after conferences at Chicago between shipping ass'ns in the two states and James S. Harlan of the Interstate Commerce Commission. These readjustments were made according to the rules laid down by the Commission some time ago after taking testimony for more than a year, when Minnesota shippers complained that the railroads discriminated against Minnesota points in favor of points in neighboring states. Mr. Harlan will lay the matter before the Commission, and an announcement will be made later whether or not the compromises are acceptable.

A time limit of three years in which to file all claims against carriers and control over railway capitalization are two of the reforms urged by the Interstate Commerce Commission in its annual report. The Commission also asks that a carrier which fails to demand payment of charges for any transportation service within 90 days shall be deemed guilty of giving a rebate to the shipper. In connection with the bad accident record on American railways, the Commission charges railway employees with carelessness, and the railway managers with non-enforcement of the rules.

Suit to collect \$6,000,000 in excess freight and passenger charges from the Missouri Pacific, Wabash and Santa Fe Rys., were instituted Dec. 22 by Attorney General Barker of the State of Missouri. On the same day Federal Judge Smith McPherson dissolved the injunction suit brot by the railroads to prevent the enforcement of the state maximum freight rate law and 2c passenger law, and later in the day the court retained jurisdiction over the overcharge claims. Excess charges collected by the carriers while the state laws were in litigation are estimated at \$26,000,000.

The natural shrinkage deduction is covered by the following rule, as given in Supplement No. 15 to Circular I-J of the Western Trunk Lines: "Where recognized state, board of trade or grain exchange weights are ascertained at point of origin or destination and certificates of the actual weight are issued at time of shipment, the following allowances shall be deducted for invisible loss (normal wastage) in weight, in the adjustment of claims for loss of grain from cars: Corn, ¼ of 1%, all other grain ½ of 1%." This rule was originally placed in effect Sept. 1, and is reissued effective Jan. 1, 1914.

Judson C. Clements was reappointed a member of the Interstate Commerce Commission by Pres. Wilson on Dec. 23, and his nomination was promptly confirmed by the Senate.

Nine sailing vessels, carrying 1,200,000 bus. of wheat and barley recently weighed anchor at Portland, Ore., for European markets, the largest fleet of grain boats ever sent out of a Pacific Coast port. Some of these boats are said to be carrying the grain at \$1.25 a ton.

Chauncey Hayward, traffic commissioner of the New Orleans Board of Trade, has filed a complaint with the Railroad Commission of Louisiana against the Southern Pacific Co., alleging that the rates on hay, grain, bran, cattle and poultry feeds, rice bran, etc., from New Orleans to points within the state are so high as to prevent New Orleans dealers from doing any business under them, thereby acting in restraint of trade; and demanding that reductions of from 3c to 5c per 100 lbs. be made.

Boston elevators were badly congested during the month. Shippers rushed their grain eastward in order to take advantage of the low rate, which was advanced $\frac{1}{2}$ c per bu. on Dec. 14. As a consequence much grain arrived which had not yet been booked for shipment, and the terminals were glutted. On Dec. 15 over 3,000,000 bus. lay in the elevators and 1,300 cars of grain were standing in railroad yards. To make matters worse, European buyers were loaded with Argentine grain, and export business was at a standstill.

Sudbury, Ont., was granted transit privileges on all-rail grain in a decision handed down Dec. 13 by the Dominion Railway Commission. This decision grants to millers in Eastern Canada the same privileges as those now enjoyed by millers in Western Canada. D'Arcy Scott, assistant chief commissioner, who wrote the decision, said: "An order should go, giving the privilege of milling all-rail grain at Sudbury, in transit from Port Arthur, Fort William and other points west of there, at the thru rate to all points east of Sudbury and the Detroit and St. Clair Rivers, reached by millers west of Fort William under milling-in-transit arrangements, subject to the regulations and restrictions thereof, and subject also to the same additional toll of 1c per 100 lbs. for the terminal service at Sudbury."

In Buffalo Harbor on Dec. 17 were 58 vessels lying, loaded with 17,830,458 bus. of grain and flaxseed for winter storage. The totals for the different grains were: Wheat 7,970,704 bus., oats 3,932,707 bus., rye, 88,610 bus., barley 2,449,676 bus., and flaxseed 3,888,761 bus. Receipts during November totaled 26,784,726 bus. Receipts for the season of navigation just ended were 192,000,000 bus., compared with 167,000,000 bus. received during the season of 1912, and 221,000,000 bus. in 1898, the record year. This year 22,000,000 bus. of Canadian grain were handled. The congestion at Buffalo has been due to the lack of storage capacity. Boats have been obliged to wait eight or nine days before unloading their cargoes. The car situation has been fairly easy, and is in no way responsible for the accumulation. In this connection the government has appropriated \$250,000 for the improvement of a portion of the Buffalo River, which will throw open considerable additional land suitable for elevator sites. Work on enlarging the Erie terminals at Buffalo, to cost \$5,000,000, will also be started this winter, and when completed will greatly

increase Buffalo's capacity for shipping grain by canal.

Illinois railroads were ordered, effective Dec. 15, to absorb switching charges at Chicago on all grain shipped to that market the charges on which amount to \$15 per car or more, by the Illinois Railroad and Warehouse Commission in a decision given Dec. 10. This is a victory for the Chicago Board of Trade, as it instituted a complaint against the A., T. & S. F., Chicago & Alton, C. & E. I., Illinois Central, and Wabash Railroads, because they refused to absorb the switching charges on grain shipped under local rates to Chicago, altho other lines do so and the carriers in question do so on all commodities except grain, live stock and one or two others. The Board of Trade argued that they were thus discriminating against grain and also discriminating against shippers located on their lines, as the added switching charges were equivalent to $\frac{1}{4}$ c per bu. higher freight charges. On Dec. 20 the five roads in question appealed the case and will continue to collect switching charges on grain until the validity of the Railroad and Warehouse Commission's order is decided by the courts. Should the courts decide in favor of the Commission, shippers will be able to obtain refunds for all switching charges paid on grain on and after Dec. 15.

THE GRAIN Dealers Journal is the best ever. I prefer it exclusive of all others.—C. A. Tower, Des Moines, Ia.

THE EFFICIENCY of trusts will be investigated by United States Commissioner of Corporations Davies if Congress appropriates the necessary funds. The Commissioner has asked for \$475,500 for next year's expenses, \$300,500 more than has heretofore been appropriated for his office, in order to enable him to investigate stock and bond issues, holding companies and interlocking railroad directorates; the economy and efficiency of trusts; and interstate corporations and conflicting state laws. The purpose of this investigation is to determine whether monopoly is justified on the claimed advantage of economical production; or whether smaller competitive units in industry cannot produce more cheaply or as cheaply as monopolistic units. The results of this investigation will probably have a determining effect on Pres. Wilson's policy towards the trusts.

Egyptian Wheat with Seven Heads.

Seven-headed wheat, raised from seeds stolen from the tombs of Egyptian kings, has been tested out by farmers of Fremont County, Wyo., and produced 140 bus. to the acre, according to the Thermopolis, Wyo., *Record*. However, this yield is not to be taken as the limit of its possibilities, because without doubt when this new Egyptian wheat become acclimatized to Wyoming soil and climate, much more satisfactory results may be expected.

If liars are to be credited, seven-headed wheat will displace all other known varieties of wheat. The very fact that it was still vital after lying for thousands of years in a tomb proves that it has properties different from other wheats. Unfortunately, no agricultural authority has yet seen or heard of the new wheat; altho it is rumored that Baron Munchausen, the noted German scientist, claims credit for its original discovery.

Sample Envelopes

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Designed especially for mailing samples of grain and seed. Specimens Free.

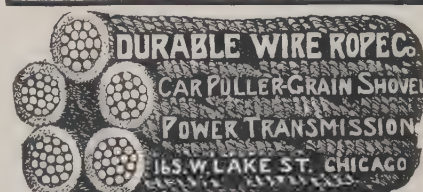
TULLAR ENVELOPE CO.
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Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

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Private wires to all points East and West.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. & N. W. in Sup. 6 to 14000-B names revised transit rules on grain and seeds, effective Jan. 3.

C. B. & Q. in Sup. 28 to 3700C quotes rates on corn from Des Moines, Ia., to Mo. points, effective Dec. 1.

C. & N. W. in 11019-O quotes charges for reconsignment of grain at Chicago, Ill., and Milwaukee, Wis., effective Jan. 12.

Pere Marquette in 5163 quotes rates on wheat and oats from Detroit, Mich., to points in Canada, effective Dec. 21.

Wabash in 13585 quotes rates on wheat, oats and barley from Detroit, Mich., to its stations in Canada, effective Dec. 22.

K. C. Sou. quotes a rate of 17c on corn and 18c on wheat from Kansas City, Kan.-Mo.; to Memphis, Tenn., effective Jan. 10.

Wabash in Sup. 4 to C6588 quotes rates on wheat, corn, rye and oats, between Iowa stations, and Kansas City, Mo., effective Dec. 20.

M. & St. L. quotes rates on wheat and coarse grain from some of its stations in Minn. and Ia.; to Chicago, Ill., effective Dec. 3, 1913.

Wabash in Sup. 7 to 7831 quotes proportional rates on corn and oats from Des Moines, Ia., to Ark. and Okla. stations, effective Nov. 29.

Can. Pac. quotes an export rate of 23c on wheat and 20½c on barley, oats and rye from Fort William and Port Arthur, Ont., to Portland, Me., effective Jan. 3.

C. M. & St. P. in Sup. 5 to 5903D quotes rates on wheat, corn and oats from its stations in Minn., Ia., N. D. and S. D., to its stations and connections, effective Jan. 1, 1914.

B. & O. S. W. in Sup. 18 to H2123E quotes rates on grain and grain products from all its stations to Lexington, Norfolk, Richmond, Va., and Hagerstown, Md., effective Dec. 28.

C. R. I. & P. in Sup. 7 to 29329 quotes rates on wheat, corn and flaxseed between Missouri River stations and points in Mo.; and its stations in Ill., Ia., Minn., Mo. and S. D., effective Jan. 14.

Grand Trunk in Sup. 5 to CK196 quotes rates on grain and grain products from Duluth, Minn., Port Arthur and Fort William, Ont., to its stations in Canada and connections, effective Dec. 30.

C. R. I. & P. in Sup. 13 to 27537-A quotes rates on wheat, buckwheat, barley, corn, oats, rye, kafir, speltz and flaxseed from Minneapolis, Minnesota Transfer and St. Paul, Minn.; to stations in C. F. A. territory, effective until expiration of suspension order Mar. 12, 1914.

C. R. I. & P. in Sup. 19 to 28675-A quotes rates on wheat, corn, alfalfa feed, linseed cake, broom corn, millet, hemp and flaxseed between stations in Neb., Kan. and Okla.; and Kansas City, St. Louis, Mo., and Omaha, Neb., also rates on wheat and corn from stations in Neb., Kan. and Okla.; to Sioux City, Ia.; also proportional rates on wheat and corn from Kansas City, St. Joseph, Mo., Atchison, Leavenworth and Armourdale, Kan.; to stations in Okla.; also rates on broom corn from stations in Okla. and N. M.; to Hutchinson, Liberal, McPherson, Wichita, Kan., Kansas City, St. Joseph, Windsor, St. Louis, Mo., Deshler, Lincoln, Omaha, Neb. and Oklahoma City, Okla.; also proportional rates on wheat and corn from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., and Omaha, Neb.; to stations in Okla., and rates on wheat, barley, corn, oats and rye from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Armourdale, Kan. and Omaha, Neb., to stations in Kan. and Okla., effective Jan. 20, 1914.

C. & A. in Sup. 3 to 1574B quotes numerous rates on grain and grain products from Kansas City, Mo., and stations taking same rate to Memphis, Tenn., effective Dec. 26.

B. & O. S. W. in Sup. 4 to H2312A quotes rates on grain and grain products from landings on the Illinois River to points in O., Ind., W. Va., and Ky., effective Dec. 28.

M. K. & T. quotes a proportional export rate of 17½c on corn and 18½c on wheat from Atchison, Leavenworth, Oswego, Kan., Kansas City and St. Joseph, Mo.; to Galveston and Texas City, Tex., effective Jan. 9.

Gt. Nor. in Sup. 29 to 17845 quotes rates on corn, oats and feed from stations in Neb., Sioux City, Ia., Yankton, S. D., and intermediate stations, to Manitoba, Minn., Wis., N. D. and S. D. stations, effective Dec. 28.

Mich. Cent. in Sup. 19 to 9078 quotes rates on barley, corn, oats, rye and wheat from Toledo, O., to Albany, New York, Rochester, Syracuse, Utica, N. Y., Baltimore, Md., Boston, Mass., Philadelphia, Pa., effective Jan. 5, 1914.

K. C. Sou. in Sup. 3 to 5A quotes rates on grain and grain products between its stations and Mena, Ark.; and St. Louis, Carondelet, Mo., East St. Louis, Peoria, Chicago, Ill., and stations taking same rate, effective Dec. 28.

C. St. P. M. & O. quotes a rate of 13.75c on wheat, corn, rye, barley and oats from Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., and Nebraska, Neb.; to Doon, Ia., Pipestone, Luverne, Minn., Valley Springs and Sioux Falls, S. D., effective Jan. 1.

C. R. I. & P. in Sup. 4 to 19687-F quotes local, joint and proportional rates on grain, grain products, seeds, hay, and broom corn from Omaha, Neb., Minneapolis, Owatonna and Faribault, Minn.; to Mississippi Valley points and other stations as shown, effective Feb. 1.

C. & E. I. in 6639-A gives rules governing milling in transit privileges on wheat and corn from its stations in Ind. to Carlisle, Evansville, Fort Branch, Haubstadt, Mt. Vernon, Owensville, Princeton, Terre Haute, Vincennes and Clay City, Ind., effective Dec. 23.

C. M. & St. P. quotes a rate of 23½ c on grain and grain screenings from Chicago, Ill. (originating beyond), to Port Arthur, Tex., when for export, including elevator charges at Port Arthur, for handling grain from cars thru the elevator or delivered to shipside, effective Jan. 19.

Nor. Pac. quotes a rate of 12.5c to St. Louis, Mo., and 11.5c to Alton and East St. Louis, Ill., on barley, corn, elvtr. dust, grain screenings, malt, malt sprouts, oats, oat clips and hulls, rye, spelt and kafir corn, from Superior, Wis., and Duluth, Minn.; also a rate of 16c to St. Louis, Mo., and 15c to Alton and East St. Louis, Ill., on flaxseed, screenings, hulls and millet seed, from Superior, Wis., and Duluth, Minn., and 14c to Alton, East St. Louis, Granite City, Ill., and St. Louis, Mo., on wheat and buckwheat, from Superior, Wis., and Duluth, Minn., effective Jan. 1.

C. M. & St. P. will apply Chicago rates, including reconsignment privileges, on grain from points west of the Mississippi River to Scott, Gary, Alco, Tolleston, West Gary, and Ivanhoe, Ind., on the Indiana Harbor Belt R. R., effective Jan. 1. The Chicago & Northwestern Ry. and Soo Line, and connections, apply Chicago rates to these stations on I. H. B. R. R., and also to Chicago Heights, Stever, Glenwood, South Holland and Thornton, Ill., on the C. & E. I. R. R.; and to Chicago Heights, Glenwood and Thornton Ill., on the B. & O. C. T. R. R. The C. R. I. & P. Ry. applies Chicago rates from its stations west of the Mississippi River to C. & E. I. stations to and including Chicago Heights, Ill. The above applications are limited to shipments taking rates of 3½c per 100 lbs. or higher, and minimum earnings of \$15 per car.

C. & N. W. in Sup. 10 to 11100-A quotes rates on grain products from Yankton, S. D., to C. St. P. M. & O. stations in Neb.; also rates on grain products from South Dakota stations on C. & N. W. and P. R. C. & N. W. Rys., and Aberdeen, Arlington, Brookings, Frankfort, Groton, Huron, Lake Preston, Redfield, and Watertown, S. D., effective Dec. 29.

Weatherford, Mineral Wells & N. W. has established the following rule: Less than carload shipments of grain products originating at milling points on the W. M. W. & N. W. and destined to points on that line, when loaded in same car with products of grain from interstate points, will be subject to the carload rate from such milling point to destination; effective Dec. 1.

The advance in rates on grain and grain products to Chicago and Eastern points from points in Illinois and Indiana which were published to become effective March 15, 1913, and suspended by the Interstate Commerce Commission first until July 8, 1913, and further suspended until Jan. 8, 1914, cannot be further suspended by the Commission, so that a decision of the Commission will be forthcoming on or before Jan. 8, 1914. Therefore shipments made on or after Jan. 8, 1914, might be subject to the advanced rates.—W. M. Hopkins, mgr. Transportation Department, Chicago Board of Trade.

Illinois Utilities Law Affecting Country Grain Dealers.

The new public utilities law, passed at the last session of the Illinois Legislature and which goes into effect Jan. 1, will, in the judgment of most lawyers who have looked into the matter and of most grain men who have given the matter serious attention, materially affect the business of country grain elevator proprietors who store grain for farmers for a compensation. In the new law it is provided that the term "warehouse" when used in this act includes all elevators or storehouses where grain is stored for compensation, whether the property stored be kept separate or not; so if a dealer stores grain for farmers and charges them storage we think he will be subject to the new Public Utilities Commission. The act gives the Commission supervision over all public utilities and compels obedience to the rules and demands of the Commission by all public utilities, including the production of their records, accounts, books, etc., and it provides for keeping a uniform system of accounts and requires an annual accounting to the Commission, who are also given power to require monthly reports if necessary and such reports are to be open to public inspection.

In our judgment and that of many lawyers who have looked into this matter, it will compel grain dealers in the state of Illinois to decide whether they will act as public warehouse men and be subject to the Utilities Commission or whether they will entirely refuse to store grain and act simply as independent grain dealers or merchants, operating the elevator exclusively for their own business. On account of the new law many elevators have already given notice they will no longer store grain for farmers.—J. H. Dole & Co., Chicago, Ill.

ARGENTINE bran was barred from entry into the United States until disinfecting, by an order of the United States Bureau of Plant Industry issued Nov. 25. The Department took this action to prevent the introduction of the hoof and mouth disease in this country. Later the government decided that there was no danger of bran acting as a carrier for this disease, and the order requiring fumigation was revoked.

Supply Trade

New York City. One of our well known supply men, M. D. Varney, formerly of Omaha, has been made manager of the New York branch of the Avery Scale Co., North Milwaukee, Wis.

Cleveland, Ohio. Julius Bishop, formerly connected with the Howe Scale Co., has recently made a connection with the Buffalo Scale Co. as its Cleveland sales agent, with offices at 316 Perry Payne Bldg.

Don't promise yourself that you will begin advertising when orders slacken. You won't, you will feel too poor and, besides, it will be too late. The time to advertise for work for the rainy day is now.—*Selling Magazine*.

Toledo, Ohio. The recent Annual Convention of the Nat'l Gas Engine Ass'n was liberally attended and probably one of great importance to the entire engine business. The new officers include R. A. Oglesby, president, and H. D. Lauson, vice president.

Beloit, Wis.—The Fairbanks-Morse Mfg. Co. is making rapid progress with the large addition to its gas engine erecting shop. The total length of the shop with the new extension is 708 ft. The company has also erected a new lumber shed 500 ft. in length.

Chicago, Ill. John S. Metcalf Co., designers and builders of grain elevators, has made a recent change in the management of its Chicago office, E. H. Philbrick, secretary, succeeding J. F. Strickler, who, because of the large amount of construction work being executed in Canada, has been recalled to the Montreal office.

Chicago, Ill. The ninth semi-annual meeting of the Nat'l Ass'n of Scale Experts is to be held in the Senate Chamber, Old Capitol Bldg., St. Paul, on Jan. 12-13. Organized in 1909, the association now has a membership of about 100 state, railroad and scale manufacturing experts, representing various interests throughout the country.

Shelbyville, Ind. Indicative of the greater care given grain in shipment and the increasing demand for the Kennedy Car Liner, is the new and enlarged plant completed for the Kennedy Car Liner and Bag Co., where they will have two acres of floor space. It is expected that the move into the new plant will be made early in the New Year.

Passaic, N. J. The Richardson Scale Co. has just completed an addition to its plant at a cost of about \$20,000. The new building is of reinforced concrete with fireproof tile walls and contains two elevator legs, with capacity to move 10,000 bus. of grain per hour for testing scales. Here will be tested the 6 scales built from special designs for the Canadian Government elevator at Montreal, having a capacity of 15,000 bus. per hour each. This contract is one of the largest ever let for automatic scales. The company has had a larger volume of business in 1913 than in 1912, and will use the additional facilities to care for its increasing business, building up a stock of scales for the coming season at its distributing warehouses at Chicago, Minneapolis and Wichita.

Akron, Ohio. A Long Life conveyor belt, recently built in the huge belt rooms of the B. F. Goodrich Co. measures 1,322 feet in length, 36 inches in width, 7-ply construction, and with a net weight of over 14,000 lbs. In order to handle it in good shape, it was necessary to divide it into two sections, but it will be used on one conveyor for the purposes of handling coal.

Chambersburg, Pa. The Wolf Co. is distributing Pocket Price List No. 12, covering its flour, feed and special machinery. This is an attractive 640-page catalog of a size convenient to hold, printed on India paper and neatly bound in green. The book contains complete information, dimensions and prices of the Wolf machines and in the rear are appended numerous tables, giving technical information of value to the elevator builder and operator.

The Toronto branch of The Canadian H. W. Johns-Manville Co., Limited, announces its removal to more spacious quarters at No. 19 Front street, East. This new store and warehouse has a floor area of approximately 35,000 sq. ft. and is situated in the heart of the wholesale district. In their new quarters this firm will be able to carry a larger stock and have ample space for the display of their complete line of J-M Asbestos Roofings, Packings, Pipe Coverings, Building Materials, Electrical and Railroad Supplies, etc.

Omaha, Nebr. Some splendid New Year resolutions announced are those of the American Supply Co. as follows: "We resolve, to be on the job every minute of the year; to help you keep the wheels turning; to keep our ear to the phone 24 hours a day, seven days in the week; to get our mail on Sunday, and ship express orders the day received every day in the week." This is additional testimony to the progressiveness of this concern and will undoubtedly be appreciated by their many friends and patrons in the grain trade.

Toledo's Call Market.

Toledo call market discontinuation has caused more or less comment and some criticism. Expressing tersely the reason for its elimination, we might state, we are out of jail and have no desire to break in. Uncle Sam is a little particular these days, and rather than furnish a set of prices that might be construed in violation of the law, this Exchange decided to discontinue the "Call Market." The Chicago Board of Trade discontinued its several weeks ago, and the Milwaukee Chamber of Commerce has done likewise. The "Call Market" was a convenience to shippers, but it was a custom of comparatively recent date. For many, many years grain was bot for the Toledo market without any such guidance; the volume of business was larger than now, and we presume profitable to all concerned. Personally we are always in favor of anything that will rightfully benefit our friends—the shipper as well as the buyer. It seems to us that shippers can easily adopt another basis, deducting of course, and explaining to the farmer, the cost of freight, elevation, switching, inspection, insurance, commissions, etc. In conclusion, please do not censure Toledo for abolishing the "Call Market," especially when Buffalo, Detroit, Cleveland, etc., never had one, and we doubt if they have ever been asked to establish one.—J. F. Zahm & Co.

Quick Action

C RABB & FITTON, New Harmony, Indiana, telephoned to us last Tuesday, December 16th, at eleven a. m., ordering a No. 3 Hess Drier and Cooler. It was loaded out the same afternoon, and left Chicago Tuesday night. It arrived in New Harmony before noon on Thursday, and **Friday morning** our erector was on the ground installing it. This drier will be drying corn by Christmas Day, and by Washington's Birthday the owners will doubtless have their investment repaid by the earnings of the machine.

We keep driers on hand, ready to load, and a corps of erectors and superintendents ready to take the train whenever you say so. The facilities we have and the services we can render are not equalled by those of others in the drier business. If you want **QUICK ACTION** and a machine which is the last word in drier efficiency and economy, just drop us a line. Today will do.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

Moisture testers, too; copper flasks; tall steel service stands, etc., for gas, gasoline, alcohol or electricity. Tests grain, flour and feed, and seed.

Supreme Court Decisions

Shippers' Order, as used in Bs/L, is well understood and means that the title remains in the shipper until he orders a delivery of the goods.—*B. W. Mahan & Co. v. State Bank of Shawnee*. Court of Civil Appeals of Texas. 160 S. W. 403.

Liability of Farmers Union.—The national union or lodge of a nonstock corporation, to promote the interests of farmers, is not liable for services rendered to a subordinate local union, even though it ultimately is benefited thereby, in the absence of facts or circumstances raising an implied promise on its part to pay therefor.—*Crawley v. American Society of Equity*. Supreme Court of Wisconsin. 139 N. W. 734.

Notice of Damage to Live Stock.—A stipulation in a live stock transportation contract, requiring notice of a claim for damages within 10 days from the date of unloading the stock at destination and before it has been mingled with other stock, is reasonable and valid, and a failure to comply therewith is a complete defense to an action for injuries to the stock.—*Kidwell v. Oregon Short Line R. Co.* U. S. Circuit Court of Appeals. 208 Fed. 1.

Entrusting S/O B/L to Notify Party.—A bank which had paid drafts drawn on a dealer of cotton and received the attached Bs/L for cotton did not, by entrusting the Bs/L to the dealer upon his representation that he needed them in order to pay the freight and obtain compress receipts, estop itself to deny the dealer's right to sell the cotton.—*B. W. Mahan & Co. v. State National Bank of Shawnee*. Court of Civil Appeals of Texas. 160 S. W. 403.

Seed Company Liable for Acts of Agent.—A principal is entitled to the benefits and subject to the burdens of all acts and contracts by the agent within the scope of his authority, so that a seed company was liable as principal for damages from furnishing defective seed ordered by its agent for plaintiff, though defendant did not know for whom the seed was ordered.—*Texas Seed & Floral Co. v. Watson*. Court of Civil Appeals of Texas. 160 S. W. 659.

Levy on Proceeds of Draft as Security for Collection.—Where a draft made upon the purchaser of goods was deposited in a bank by the seller with the B/L attached, and a checking credit was given to the depositor under an agreement to charge back the amount should the draft be returned uncollected, the B/L was merely security for the collection of the draft, whether it were made out to the consignee or to the shipper's order.—*W. J. Barton Seed, Feed & Implement Co. v. Mercantile Nat'l Bank and Toberman, Mackey & Co.* Supreme Court of Tennessee. 160 S. W. 848.

Carrier Liable for Flood Damage.—Where, in an action to recover the value of goods intrusted to a carrier and destroyed in transit, it is shown that the proximate cause of the loss was an unprecedented flood, the burden of proof rests upon the plaintiff to show that, the flood notwithstanding, the loss could have been averted by the exercise by the carrier of reasonable care and skill. In a shipper's action for destruction of a shipment by flood, an inaccuracy in the Weather Bureau's forecast as to the extreme height which the waters would reach constituted no defense, where the carrier showed no reasonable activity to guard against injury to the shipment after being warned. A carrier is liable for loss occasioned by ordinary negligence, notwithstanding a waiver in the B/L purporting to exempt it from liability.—*National Rice Milling Co. v. New Orleans & N. E. Ry. Co.* Supreme Court of Louisiana. 61 South. 708.

Pledge of Margin Collateral.—Where stockbrokers pledged a customer's stock, which they had purchased for him on margin, for more than was due thereon, this constituted an unlawful conversion.—*Sproul v. Sloan*. Supreme Court of Pennsylvania. 88 Atl. 501.

Discrimination in Freight Rates.—A shipper is entitled to recover damages for unlawful discrimination in rates charged on shipments consigned to it at a point near the border of the state, though it later sends them to points outside the state; they being intrastate shipments.—*Mitchell Coal & Coke Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 88 Atl. 743.

Measure of Damages for Defective Seed.—One who purchases seed represented by the seller to be good seed of a certain kind may, upon breach of the contract by furnishing seed of an inferior and different kind, recover the difference between the value of the crop produced from the seed delivered and the value of that which would have been produced from the seed ordered.—*Texas Seed & Floral Co. v. Watson*. Court of Civil Appeals of Texas. 160 S. W. 659.

Right to Inspect Shipment.—The B/L having been attached to the draft it is evident that possession of the B/L could not be obtained until the draft was paid, and it is entirely reasonable for a trial court to conclude that the wheat could not be inspected in the absence of a presentation to the railway company of a B/L, supporting the buyer's allegation that he was compelled to pay for the car of wheat before inspecting it.—*Walker Grain Co. v. Hood County Mill & Elevator Co.* Court of Civil Appeals of Texas. 157 S. W. 444.

Bank Owner of Shipment.—Where the seller was credited by plaintiff bank with the full amount of the draft, which thereupon became subject to the seller's check, the bank became the owner of the draft and B/L, and was entitled to sue for the price of the corn, notwithstanding the draft contained a provision that the bank was not responsible for the quantity, quality, or delivery of the goods, but acted only as the medium for collection.—*Burton State Bank v. Pease-Moore Milling Co.* Springfield Court of Appeals, Missouri. 145 S. W. 508.

Proof of Damage to Corn in Transit.—Where, in an action against a carrier for damage to corn in transit, plaintiff specially pleaded that the damage resulted from defendant's negligence in placing the corn in a defective car at the point of shipment and in negligently permitting it to be handled and exposed to dirt, etc., in transferring it through an elevator to another car, he was bound to prove the particular negligence charged and was not entitled to rely on proof that the corn was in good condition when delivered at the point of shipment and was not so when received at destination, as establishing a prima facie case.—*Yontz v. Missouri Pacific Ry. Co.* Kansas City Court of Appeals. 160 S. W. 832.

Arbitration between Members of Board of Trade.—A member of a voluntary board of trade association, who institutes a suit against the association and its officers to restrain an unlawful attempt to oust him from membership in disregard of the constitution of the association, does not thereby violate the constitution binding members not to resort to tribunals other than those provided by the association. The constitution of a voluntary board of trade association, which requires that members shall submit disputes of a financial, mercantile, or commercial character with other members or others assenting thereto to arbitration, and which declares that the board of directors may determine whether any demand is a proper one for arbitration, does not authorize the board to decide a dispute between members, and a resolution of the board expressing its opinion on a dispute among members does not affect the rights of members under the constitution or otherwise.—*F. O. Moffatt v. Kansas City Board of Trade*. Supreme Court of Missouri. 157 S. W. 579.

Broker's Knowledge of Purpose to Gamble.—While a contract of sale for future delivery is enforceable if one of the parties intends in good faith to perform, though the other party intended it merely as a gambling transaction, where one of the parties, to his broker's knowledge, intended the transaction to be a gambling contract, the broker cannot recover for advances to such party. A broker cannot recover commissions or advances for services arising out of a gambling transaction conducted for his principal, if he has knowledge of the illegal nature of it.—*Kassuba Commission Co. v. Blodgett*. Supreme Court of Wisconsin. 143 N. W. 1060.

Notice of Delivery of Grain.—A seller of grain to be delivered within a certain time at warehouses not designated by the contract was bound to give reasonable notice, in advance, of the time and place at which delivery would be made; and a notice two days before the expiration of the time was sufficient to afford a reasonable opportunity for inspection before acceptance and payment. Under the express provisions of Civ. Code, §§ 1511, 1512, a buyer, through whose fault a notification of delivery was not received until after the time limited by the contract, could not complain.—*Widemann Co. v. Digges*. District Court of Appeal, California. 131 Pac. 882.

Passing of Title on Cash Sale.—On a sale of a car load of corn for cash, title did not pass to the buyer, where his check therefor was not paid, or to the transferee from the buyer of the B/L unless he was an innocent purchaser for value. Where a seller had corn weighed and loaded for shipment to a point designated by the buyer and took a B/L in the name of the buyer and sent it, with the weights, to the buyer, who on receipt thereof was to send a check for the purchase price, there was a cash sale; the fact that payment was by check not changing its character.—*Boyd v. Bank of Mercer County*. Kansas City Court of Appeals, Missouri. 160 S. W. 587.

Discrimination in Car Supply.—Where a carrier discriminated against a shipper by counting cars owned by him in the number of cars allotted to him, contrary to its adopted system of distribution followed in respect to other shippers, it was liable for the resulting damages, though the Interstate Commerce Commission subsequently ordered that the practice of not counting privately owned cars in making distribution should be discontinued and declared such practice to be a violation of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]).—*Stineman Coal Mining Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 88 Atl. 761.

Shippers Weights on Unsealed Scales Legal.—The plaintiff shipped grain from its country elevators to Minneapolis over the defendant's railroad. The grain was weighed on the plaintiff's hopper scales as it was loaded from the elevators into the cars, and the weights recorded were inserted in the Bs/L issued by the defendant. It is held that the fact that the scales were not tested or sealed, in the manner provided by Rev. Laws 1905, § 2729, did not prevent the use of the weights in evidence upon an issue between the plaintiff and the defendant as to the quantity shipped.—*Northwestern Elevator & Mill Co. v. Great Nor. Ry. Co.* Supreme Court of Minnesota. 141 N. W. 298.

Gasoline on Premises.—Where insured keeps a prohibited article on the insured's premises, but the insurer does not cancel the policy therefor, and the keeping of the article is discontinued prior to the fire, and premiums are paid and renewal receipts are issued after such discontinuance, the insured may recover; the policy being merely suspended during the time the prohibited article is kept on the premises. That a small amount of gasoline has been kept in the insured building in violation of the policy, to be used in connection with the business conducted therein, will not bar recovery on the policy, where such gasoline had nothing to do with the fire.—*McClure v. Mutual Fire Ins. Co.* Supreme Court of Pennsylvania. 88 Atl. 921.

Insurance Notes.

Since the collapse of the Canadian Pacific Railway Co.'s elevator at Transcona, near Winnipeg, Man., several insurance brokers have arranged to write policies covering this hazard. Full information may be obtained from A. F. Shaw & Co., Chicago, Ill.

The Indiana employers' liability act of 1911 is now before the State Supreme Court, which will hear the case of Vandalia R. R. Co. v. Charles Stillwell on Jan. 7. The railroad company is appealing from a judgment in favor of Stillwell made by the Morgan Circuit Court.—C. L.

Alleging that the destruction of its mill and elevator on Sept. 7 was due to the action of the Beaumont Water Works Co. in cutting off its water supply and thereby depriving it of fire protection, the Josey-Miller Co., Beaumont, Tex., on Dec. 6 began suit against the water works company to collect \$77,032 damages. The grain men state that in 1910 they entered into a contract with the water works company, agreeing to pay \$3 per month for an ample supply of water for fire protection purposes. On Sept. 7 the milling plant caught fire. It was then discovered that the water supply had been cut off, and the plant was totally destroyed.

Texas Panhandle Not a Corn Country.

Corn is not adapted to the Panhandle country of Texas, is the decision of the United States Department of Agriculture after six years of experimenting. The best variety tested, a June corn, produced an average yield of 11.8 bus. per acre; and only three of the varieties tested exceeded 8 bus. per acre.

The grain sorghums proved to be the most dependable crop for this part of Texas. In the 5 years 1907 to 1911 the average yield of all varieties of milo maize were 23.5 bus. and all varieties of dwarf milo maize, 27.8 bus. Blackhull and red kafir corn averaged 20 bus. per acre. Varieties of durra and kaoliang also produced satisfactory yields.

These tests were made at Chillicothe, Hardeman County, Tex., at an elevation of only 1,500 ft. and with an average annual rainfall of 23 in. Chillicothe is east of the true Panhandle, and the results obtained there conclusively prove the impossibility of raising corn profitably in the Panhandle proper.

THE MOVEMENT of new corn has been curtailed by the wet weather. Roads are bad and deliveries in the country hard to make. New corn prices are unusually attractive but this delay has helped to make strong markets and bull sentiment is on the increase. It is, in fact, a question whether the movement will be heavy enough from now on to overtake the demand, which is growing daily and which, with seasonable weather, is apt to become pressing.—Somers, Jones & Co.

WE LIKE the Grain Dealers Journal.—Pfeffer Elvtr. Co., Blue Earth, Minn.

THE QUAKER Oats Co. on Dec. 6 filed its answer to the government suit demanding its dissolution as a "trust." The company denied that it had conspired

with the Great Western Cereal Co. prior to its absorption of that company for the purpose of creating a monopoly in the cereal business; or that the absorption of that company was for the purpose of creating such a monopoly.

FIRE

and your Water Barrels frozen or empty.

Use the "CALCIDE" Fire Barrel which does not freeze up nor evaporate. Low cost. Recommended by Insurance Companies.

Write for Descriptive Folder.



PRODUCE REFRIGERATING COMPANY
Mention this Journal Minneapolis, Minn.

TRI-STATE MUTUAL Grain Dealers Fire Ins. Co. of Luverne, Minnesota

Percentage of Premiums Returned Since Organization

1903.....	96 per cent
1904.....	42 per cent
1905.....	26 per cent
1906.....	83 per cent
1907.....	85 per cent
1908.....	61 per cent
1909.....	5 per cent
1910.....	72 per cent
1911.....	35 per cent
1912.....	60 per cent
1913.....	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

SAFETY FIRST

MEANS

Sound limbs and health, a steady job and prosperity, and is practical

FIRE PREVENTION

Our Motto has always been

"SAFETY AND SERVICE"

Millers National Insurance Co., Chicago, Ill.
Western Millers Mutual Fire Ins. Co., Kansas City, Mo.
Ohio Millers Mutual Fire Insurance Co., Canton, Ohio
Pennsylvania Millers Mut. Fire Ins. Co., Wilkes Barre, Pa.
Mill Owners Mutual Fire Insurance Co., Des Moines, Ia.
The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.
Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.
Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



THE SYKES COMPANY, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

CROP IMPROVEMENT.

The Idaho Seed Growers Ass'n will hold a seed fair at Pocatello Jan. 12-14, and will award prizes on wheat, oats, rye, and alfalfa seed.

The Blair County Farm Buro was obliged to charge admission to its corn show at Altoona, Pa., Dec. 11 in order to reduce the size of the crowds that filled the building.

The St. Louis & San Francisco Railroad has appointed E. C. Hoag as supervisor of farm marketing. Mr. Hoag will advise the farmers how to pack and where to market their produce.

Farmers of Lake County, Ill., will attend a short course in agriculture, to be given Jan. 12-17 by Don S. Blair. Will County, Ill., will hold a two days' agricultural school in each of its townships.

The Iowa Corn and Small Grain Growers Ass'n will hold its eleventh annual convention and corn show at Ames Dec. 31 to Jan. 9. Prizes amounting to \$1,000 will be given for the best exhibits of corn and small grains.

The Pennsylvania Railroad has been running an agricultural demonstration train, consisting of four cars, over its various lines continuously for the past five months, giving lectures at each town or crop improvement work.

The corn show held Dec. 4 to 6 by the Philadelphia Commercial Exchange was a success. Several hundred exhibits of corn were shown, and at the agricultural conferences speakers of national repute spoke on better farming topics.

The Oregon-Washington Railroad & Navigation Co. is planning to hold two corn contests in the near future, one at Colfax, Wash., and the other at Pendleton, Ore. It believes that these shows will stimulate the planting of corn in the Northwest.

Allegheny County, Pa., has raised \$2,100 for the organization of a crop improvement buro, and more money has been promised. W. J. Wright, director of the New York State School of Agriculture, will give a free four weeks' course in grain growing this winter in the county.

The boys who entered the Ohio acre corn-growing contest averaged nearly 90 bus. per acre, which is two and one-half times the average yield for the state. The grain trade is interested in this movement because more grain means better grain, as bigger yields can only be obtained by planting better varieties of corn. —Thos. P. Riddle, treas. and director, 1913 Buckeye Boys Corn Special Tour.

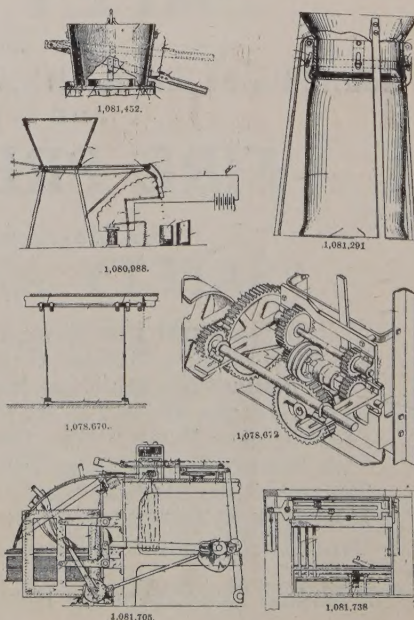
The meeting of the West Central Minnesota Development Ass'n at Morris, Minn., Dec. 10 to 15 was attended by 6,000 persons, and was a tremendous success. Swift County won all of the corn prizes. The corn which won is a large, full-eared Yellow dent variety, and is a striking contrast with the runty native corn. It was introduced and acclimated by the county agents, and their work on corn alone has paid back to the farmers many times the cost of the county buros. The West Central Minnesota Development Ass'n is a federation of the crop improvement ass'ns of nineteen counties. It was started about two years ago, largely thru the activities of Bert Ball, sec'y, Crop Improvement Com'te of the Council of Grain Exchanges. This com'te gave \$11,000 towards the organization of country farm buros and the formation of the larger ass'n.

A yield of 232.7 bus. of corn on a single acre at a cost of 19.9c per bu. was achieved by Walker Lee Dunson, Alexander City, Ala., thereby winning highest honors in the United States and breaking the previous record of 228.75 bus. at a cost of 42c per bu. made by Jerry Moore of South Carolina.

The Agricultural Com'te of the House of Representatives recently agreed to allot \$375,000 for the coming year to be expended in aiding the organization of country farm buros. This will leave 350 counties without federal aid unless they are able to get it thru their Congressmen. On Dec. 18 J. C. Murray, chairman, and Bert Ball, sec'y of the Crop Improvement Com'te, Council of Grain Exchanges, appeared before the com'te at Washington to urge this appropriation.

The Tri-State Grain & Stock Growers Ass'n has arranged a lengthy program for its 15th annual convention at Fargo, N. D., Jan. 20-23, 1914. Among the papers to be read are the following: "Use of Flax Straw for Paper Making", Hon. J. Dexter Pierce, Larimore, N. D.; "County Demonstration Work in Farm Management", J. C. McDowell, U. S. Department of Agriculture; and "Seed Improvement and Soil Purification", Prof. H. L. Bolley, North Dakota Agricultural College.

GRAIN EXCHANGES, thru their rules and regulations, seek to protect outside dealers doing business in their market in every way possible, and most of them have a rule like that recently adopted by the Wichita Board, requiring that each sale be recorded in a daily sales record of the exchange, and on what basis each sale is made. If the interior dealer, be he shipper or buyer, would stop to consider the great advantage of doing business with members of exchanges, which enforce rules designed to promote fair dealing, he could not help but discriminate sharply against non-members in every organized market. It is to the interest of the trade at large, as well as to the individual shippers or interior buyers, that the exchanges be encouraged and fostered; to the end that exchange membership shall become an absolute necessity to the central market dealer.



Patents Granted

Bag Separating and Feeding Appliance. No. 1,081,705. (See cut.) James S. Slosson, New Brighton, N. Y. This machine picks bags up singly, places them in a bag holder, removes them when filled, places them in a necking device, necks and ties them, and removes them.

Recording Attachment for Scales. No. 1,081,738. (See cut.) Rennie E. Bart, Flushing, Mich. The weight device on the scale beam is provided with an arm. A series of plungers engage the arm and connect with a printing apparatus so arranged that the movement of the weight device changes the type of the printing apparatus.

Bag Holder. No. 1,081,291. (See cut.) Olaf Anderson, Erskine, Minn. This device consists of a cone having a bulging base and supported on uprights. Clamps are pivoted to this cone and fitted with angular slots. Springs are attached to the cone and fit into the slots in the clamps; and a ring surrounds the cone and engages the slotted portions of the clamps.

Bag Holder for Scales. No. 1,081,452. (See cut.) Ernest S. Kneeland, Malden, Mass. This attachment consists of a chute having an upturned groove around its lower edge for supporting the bag. Attached to the chute is a lever supporting a flange which fits into the lower end of the chute. By moving this lever up and down the flow of grain into the bag is regulated.

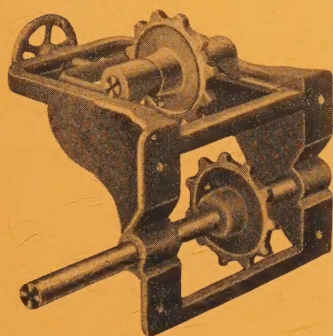
Wagon Dump. No. 1,078,670. (See cut.) John H. Gilman, Ottawa, Ill. This device consists of a framework supporting two ropes or wires suspended from a considerable height, together with means for winding up the ropes or wires. Fastened to the bottom of the ropes are balls holding a rigid frame on which the wheels of the wagon rest. A cross piece overhead supports the ropes, and a suitable framework is provided for supporting the wagon.

Bean Assorter. No. 1,080,988. (See cut.) Ray F. McWilliams, Barryton, Mich. This machine assorts the beans by means of differences in their light reflecting power, and consists of a hopper having a discharge opening, an endless belt movable beneath this opening and provided with pockets proportioned to receive a single bean, a spout positioned to receive the beans as they pass from the belt, a movable chute pivoted to the lower end of the spout, and a device, regulated by the quality of the particles passing from the spout, for swinging said chute. This device consists of a selenium cell positioned in the spout and adapted to receive light reflected from the beans, a battery circuit including said cell, an electro-magnet in this circuit, an armature for this magnet, and the necessary means for connecting the armature with the chute.

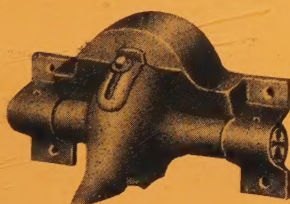
Gearing for Wagon Dump. No. 1,078,672. (See cut.) John H. Gilman, Ottawa, Ill. This device consists of a combination of inclined end frames with cross pieces at the top, tie rods at the bottom, vertical guide bars within the end frames, rigid connections between the end frames and the guide bars, a lifting frame, eyes secured to the lifting frame and embracing the guide bars, pulleys journaled above the guide bars, chains connected to the ends of the lifting frame and passing over the pulleys, one of which chains extends across the dump adjacent the cross pieces, means for driving the gearing, and connections between the chains and gearing. A yoke is connected to the other ends of the chains together with a rod, and a sprocket wheel engaging the sprocket chain and driving the gearing. To this yoke is attached the wagon-supporting frame and other parts described under Patent No. 1,078,670.

Sidney Chain Drag Feeders

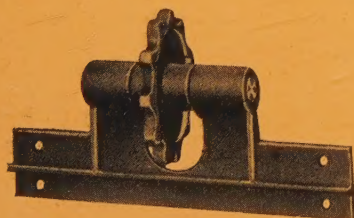
Parts of Sidney Chain Drag Feeders



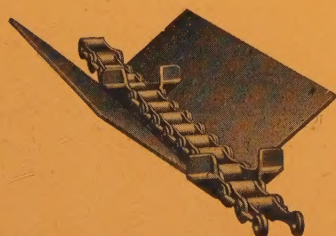
Cast Head with tightener sprocket, shafts and bearings.



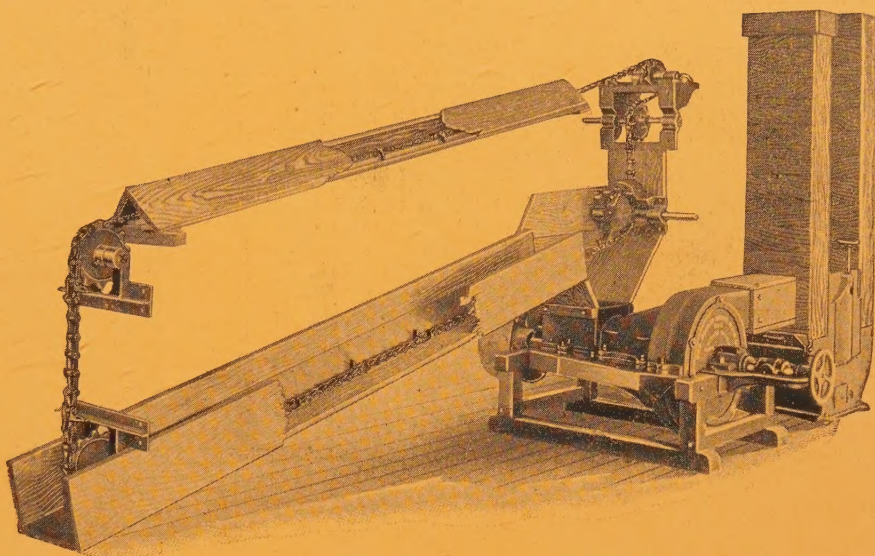
Cast Adjustable Rake-off, with sprocket, shaft and bearings.



Cast End with sprocket, shaft and bearings.



Cast Iron Lining used in bottom of drag box.



THE only satisfactory way to convey ear corn from your dump or crib to your corn sheller or elevator is to install a Sidney Chain Drag Feeder. Our drag will also convey wheat, oats and other small grains. No waste or mixing of grains, as the chain fits perfectly in the cast iron lining.

The Philip Smith Mfg. Co.
SIDNEY, OHIO

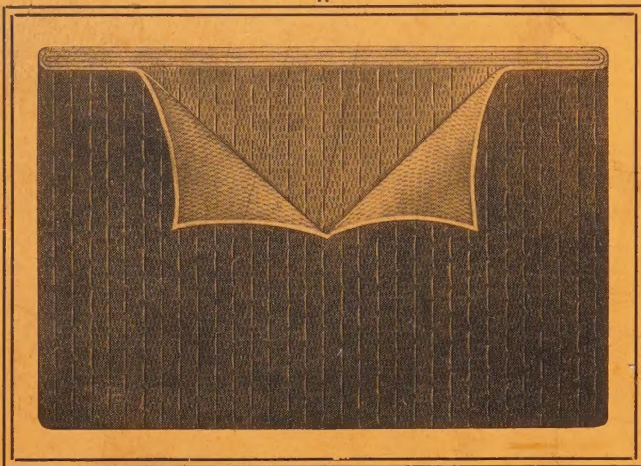
Manufacturers of

The SIDNEY LINE of Corn Shellers,
Grain Cleaners, Elevating and Con-
veying Machinery.

Warehouses at

Enterprise, Kansas, and Cedar Rapids, Iowa

A Special Belt for Elevating and Conveying Grain



“REXALL”

DOUBLE-STITCHED BELTING

Installed — will mean ECONOMY
to you — BECAUSE—

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2. Edges *cannot* ravel.
3. Bucket Bolts and fasteners *cannot* pull out.
4. No deterioration like in rubber.
5. Always pliable.
4. Costs less than rubber and lasts twice as long.

IMPERIAL BELTING CO., CHICAGO

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Weller Machinery Represents the Highest Quality Possible

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A Reason Why

It's no disgrace to “come from Missouri,” but it's a reflection on you to be so prejudiced that you always “have to be shown.” Common sense teaches to profit by the experience of others.

A Day Dust Collector Reason

Save power in operating your cleaning machinery

ALWAYS CONSIDERS THE DAY FIRST.

The Day Company, Winnipeg, Can.

Dear Sirs: For your information we may say in a general way that when we are looking for dust collector outfits, we consider the DAY first. Yours truly,

WESTERN CANADA FLOUR MILLS CO., Ltd.

This letter was received after having installed FOUR separate dust collecting systems for that company.

THE DAY COMPANY
1122 Yale Place Minneapolis, Minn.